REGISTERED No. 1—1875.

The Bombay Gazette.

No. 8,102.—New Series. BOMBAY:—SATURDAY, JANUARY 23, 1875.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Bombay Gazette* will for the future be as follow:—

To Subscribers in Bombay—*Delivered free.*

In Advance.		*In Arrear.*	
Per Annum	Rs. 48	Per Annum	Rs. 60
Half-yearly	25	Half-yearly	31
Quarterly	13	Quarterly	16
Monthly	5	Monthly	6

To Subscribers Up-country.

In Advance.		*In Arrear.*	
Per Annum	Rs. 52	Per Annum	Rs. 67
Half-yearly	29	Half-yearly	35
Quarterly	15	Quarterly	20
Monthly	6	Monthly	7

These Up-country Rates include Postage Rates.

Single Copy—As. 4.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5 0
Second do.	„ 2 8
Third do.	„ 2 8
Fourth and succeeding insertions	„ 0 2½ As.

No, but no Advertisement counted as less than eight lines

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do.	4½ „ „
Third and succeeding	2½ „ „

In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time special contracts may be made.

SPECIAL SHORT ADVERTISEMENTS.

Advertisements of two or three lines relating to such matters as Small Sales, Business Cards, Situations, Wanted or Servants Required, Houses or Lodgings to Let, Changes of Residence, Articles Lost or Found, &c., &c.

The scale for Advertisements belonging to any of these classes will be as follows:—

Not exceeding three lines	Re. 1 0
Each succeeding lines	„ 0-8 As.

Advertisement exceeding five lines will be charged for at our present ordinary rates.

No Advertisement will be inserted for less than *One Rupee*, and payment must in all cases be made in *Cash*.

All Advertisements are charged according to the space occupied in Nonpareil, or smallest type, 12 lines of which go to the inch.

Domestic Occurrences: Each—Rupees 2.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

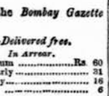
SHIPPING.

NOTICE.—From the 1st January 1875 the BRITISH INDIA STEAM NAVIGATION COMPANY (Limited) have made a REDUCTION of nearly 20 per cent. on their passage rates, and Grant RETURN TICKETS, available for 6 MONTHS, at a still further reduction.

W. NICOL & Co., Agents.

Bombay, 5th January 1875.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under contract with Government, despatch Steamers as above with Mails, Passengers and Cargo, every week.

The Steam Ship "ALMORA," 2,608 Tons, 346 H. P., Commander T. Dickinson, will be despatched on SATURDAY, the 23rd January 1875, at 4 P.M.

	January 1875.		January 1875.
Leaves BOMBAY	23	Leaves Tuticorin	31
„ Ratnagherce	24	„ Colombo	F'b. 1
„ Vingorla	24	„ Negapatam	4
„ Goa	25	„ Pondicherry	5
„ Carwar	25	„ Madras	7
„ Mangalore	26	„ Masulipatam	8
„ Cannanore	27	„ Cocconada	9
„ Tellicherry	27	„ Visagapatam	10
„ Calicut	28	„ Bimlipatam	10
„ Beypore	28	„ Gopalpore	11
„ Cochin	29	„ False Point	12
„ Alleppy	29	Arrives at CALCUTTA	14

Cargo for Singapore and China can be booked by the Steamers on this line hence or from intermediate ports for transhipment at Galle to the Messageries Maritime Company's Steamers, which run regularly.

Also for Batavia, Sourabaya, Tjiliatjap, Palembang, Pontianak, Atcheen, Padang and Moluccas Islands, to go forward by the Messageries Maritime and Netherlands India S. N. Companies.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, via KURRACHEE.

Interchanging Cargo and Passengers at Bunreh, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every week to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, BUSREH, and occasionally at BAHREIN, KOWEIT, and MAHOMERAH.

The s.s. CALCUTTA, 863 Tons, 120 H. P., Commander J. Melville, will be despatched on FRIDAY, the 29th January 1875, at 4 P.M.

	January 1875.		February 1875.
Leave BOMBAY	29	Leave BUSREH	17
	Feb.	„ Fao	17
„ Kurrachee	2	„ Bushire	19
„ Guadur	3	„ Linga	24
„ Muscat	5	„ Bunder Abbas	26
„ Bunder Abbas	7	„ Muscat	28
„ Linga	9		March.
„ Bushire	11	„ Guadur	2
„ Fao	13	„ Kurrachee	5
Arrive BUSREH	14	Arrive BOMBAY	8

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, will during the fair season despatch a Steamer to Kurrachee every FRIDAY, at 4 P.M., and an Extra Steamer on every MONDAY, at 2 P.M.

The s.s. KURRACHEE, 810 Tons, 120 H.P., Commander R. J. Scott, will be despatched on MONDAY, the 25th January 1875, at 2 P.M., calling at Veraval, Pore Bunder, Mangrole, and Cutch Mandvie.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM TO CARWAR COAST.

THE well-known and Fast Sailing New Steamer PHELWAN, Commander Corat, will leave on TUESDAY, the 26th January, at 5 P.M., for undermented Ports:—Hurnee, Ratnagherri, Jaytapore, Malwan, Vingorla, and Goa (Panjim).

For Passage or Freight apply to the Undersigned, at his Office, Bazar Gate Street, No. 99, in the house of ROWJEE ROOCHUND DARBAR, opposite to Manockchund Lukhmeechund, and also at his other Office at Burman Ghaller, out of Fort.

RAMDASS KHAIPAR.

STEAM TO CARWAR AND COAST.

Every Tuesday, until further Notice.

THE well-known and fast sailing Steamer PEARL, C. Doray, Commander, will leave for undermentioned ports on TUESDAY next, the 26 h January, at 4 P.M., from the Apollo Bunder:—

Hurnee,	Vingorla.
Ratnagherry,	Goa Panjim.
Jaytapore.	Carwar.
Malwan.	

For Freight or Passage apply to the Undersigned.

DADABHOY JAMSETJEE, Agent.

No. 14, Medows Street.

STEAM COMMUNICATION WITH ITALY, *VIA* SUEZ CANAL.

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA, on the 9th and 24th, and BOMBAY on the 1st and 15th of each month.

PASSENGERS' RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
To Aden	£22	£15	£4	Including Wines.
Suez	36	22	8	
Port Said	38	24	9	
Messina	50	34	14	
Naples	50	34	14	
Leghorn	50	34	14	
Genoa	50	34	14	
Marseilles	52	35	14-10	Without food.

Children under 3 years, free of charge. Children not above 10 years, half fare.

NEXT STEAMERS FROM BOMBAY:—

"ARABIA," to sail on MONDAY, 1st February 1875.
"ARIA," to sail on MONDAY, 15th February 1875.
"INDIA," to sail on MONDAY, 1st March, 1875.
"ASSIRIA," to sail on MONDAY, 15th March, 1875.
"PERSIA," to sail on THURSDAY, 1st April, 1875.
"BATAVIA," to sail about the middle of April 1875.

All Steamers of this Company have large, First and Second Class accommodation.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For hand-books of information, rates of freight, &c, apply to

C. GRONDONA,
Agent Rubattino Steam Navigation Company,
No. 9 Hummum Street.

Bombay, 1st January 1875.

FOR LIVERPOOL.

TO SAIL ABOUT 31st JANUARY.

THE S.S. ATALANTA, 2,300 Tons, J. C. Shaw, Commander.

This well known and favorite Passenger Steamer has just been refitted with entire new Engines Boilers, &c.

The Saloon and Cabins which are amidship have been enlarged and are fitted up with every modern convenience and comfort, for 60 First-class Passengers.

FARE TO LIVERPOOL, Rs. 450.

For Passages only, apply to

JOHNSON & Co.,
Nesbit Lane, Fort. Ship-Brokers.

Note—The ATALANTA lies opposite Apollo Bunder, and intending Passengers are invited to inspect her accommodation.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE following or other first-class Vessels will be despatched for EUROPE:

Captain.	Tons.	H.P.	Jan.
LOMBARDY...E. M. Gilbon	2723	450	25th—Suez, &c.
			Fen.
THIBET.....C. H. Eastly	2593	400	1st—Southampton.
HINDOSTAN...N. Roskell	3113	600	8th—Suez, &c.
KHIVA.....J. D. Gaby	2609	450	15th—Southampton.
ZAMBESI.....G. F. Cates	2421	370	22d—Suez, &c.
			March.
AUSTRALIA ...J. S. Murray	3645	600	1st—Southampton.
VENETIA .....W. C. Angove	2726	450	8th—Suez, &c.
INDUS .....N. Stewart	3479	500	15th—Southampton.
TEHERAN .....A. H. Johnson	2589	400	22d—Suez, &c.
SURAT .....G. C. Burne	3142	530	29th—Southampton.

Passengers are booked to Malta, Gibraltar and Southampton by every Mail. The Southampton Steamers proceed to that port direct; but by the alternate steamers Passengers change vessels at Suez.

Passengers to Brindisi, Ancona, and Venice are carried by every Steamer, but proceed by rail from Suez to Alexandria.

Passengers are requested to send their heavy baggage to Mazagon, on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

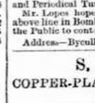
A small Steamer will leave the New Dock Head at Mazagon at 3 P.M. precisely on the day of sailing.

GEORGE F. HENRY, Superintendent.

Bombay, 13th January 1875.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Tuesday, the 26th Jan. 1875, at 8 P.M., from Mazagon.



THE P. and O. Co.'s S. S. SUNDA, (1,682 tons and 300 H.P.,) Captain J. C. Bandy, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's Office before noon, on Saturday, the 23rd Jan. 1875.

GEORGE F. HENRY, Superintendent.

Bombay, 12th January 1875.

STEAM TO LIVERPOOL.

VIA SUEZ CANAL.

THE fine screw Steamer "PALESTINE," 2857 Tons, classed 100 A 1 at Lloyd's, will be despatched from BOMBAY on the 25th instant. She has superior accommodation for 1st Class Passengers and is expected to make the passage home in 30 days.

For further particulars apply to

KING, KING & Co.

FOR LIVERPOOL VIA SUEZ CANAL.

TO LEAVE ABOUT 10TH FEBRUARY.

THE fine S. S. GUY MANNERING, 2,902 Tons gross, Captain Charles Mann, will be despatched as above. She has very superior first and second class accommodation and is fitted with every appliance calculated to promote the comfort of Passengers.

Rates of Passage are as follows:

1st Class to Liverpool	£50
2nd „ do.	£30
1st „ Suez	£30

exclusive of Wines, &c., which, however, can be procured on board at moderate prices.

For further particulars, apply to

W. NICOL & Co.,
or KING, KING & Co.,
Agents.

Bombay, 12th January 1875.

NOTICE—CONSIGNEES per steam Ship GOA are hereby informed of the arrival of the vessel and requested TO TAKE DELIVERY AT ONCE of their respective goods.

W. NICOL & CO.,
Agents B. I. S. N. Co. (Limited).

Bombay, 20th January 1875.

SALES BY AUCTION.

JEHANGEER HORMUSJEE & COMPANY, No. 12, APOLLO STREET, FORT.

GENUINE SALE.

AUCTION SALE of very valuable and handsome Household Furniture, Plated, Glass and Crockery ware, Carriages, Horses, &c., &c., at Bandora Hill.

Early in February, Messrs. JEHANGEER HORMUSJEE and Co. will sell by public auction, at his residence, Bandora Hill, the property belonging to Major-General MacGowan, proceeding to England.

Full particulars will be given hereafter, and catalogues will be published.

JEHANGEER HORMUSJEE & Co.

Bombay, 23rd January, 1875.

HOTELS.

MATHERAN.—The CLARENDON HOTEL is OPEN to VISITORS. Accommodation First-class, and for Ladies there are separate Bungalows attached to the Hotel which command beautiful views of Bombay and Matheran.

Terms—Moderate.

NOTICES.

PIANO INSTRUCTION, TUNING AND REPAIRING BY MR. P. A. LOPES.

LESSONS given on Piano and Violins. Pianos and Harmoniums Tuned and Skillfully Repaired, and Periodical Tunings undertaken on favourable terms.

Mr. Lopes begs that his several years' experience in the above line in Bombay will induce his numerous Constituents and the Public to continue to favour him with their patronage.

Address—Byculla Terrace, Bellasis Road.

S. D'ESPERANCE,
COPPER-PLATE ENGRAVER & PRINTER.

BRASS STAMPS, OFFICIAL SEALS, STEEL DIES WITH CRESTS, ARMORIAL BEARINGS, MONOGRAMS, &c., &c., ENGRAVED and EMBOSSED in COLOURS, Neatly and with Despatch.

OMBAY:—35, MEADOW STREET, FORT.

ESTABLISHED IN 1832.

BRISTOL'S SARSAPARILLA, THE GREAT PURIFIER OF THE BLOOD.

The quickest and most certain cure for SCROFULA, RHEUMATISM, FOUL ERUPTIONS, OLD SORES, and ULCERS.

All kinds of diseases or sores arising from impure blood and humors.

IT NEVER FAILS

In effecting a complete cure, if used a sufficient length of time

BRISTOL'S SUGAR COATED PILLS.

GUARANTEED PURELY VEGETABLE. Are the only Pills which contain

LEPTANDRIN AND PODOPHYLLIN.

These two powerful antibilious plants are a sure cure for all disease of the Stomach, Liver and Bowels, Headache, Indigestion, Dizziness, Pain in the Side or Back, and especially BILIOUSNESS.

They never weaken nor gripe, unless the stomach is very foul, and they are

EASY TO TAKE.

IMPERISHABLE FRAGRANCE, MURRAY AND LANMAN'S CELEBRATED FLORIDA WATER,

THE RICHEST, MOST LASTING, YET MOST DELICATE OF ALL PERFUMES, FOR USE ON THE HANDKERCHIEF, At the TOILET, And in the BATH.

As there are imitations and counterfeits, always ask for the Florida Water, prepared by the Sole Proprietors,

LANMAN AND KEMP,
NEW YORK.

FOR SALE BY ALL PERFUMERS AND DRUGGISTS.

ADVERTISING AT RAILWAY STATIONS.

THE Proprietor of the "Bombay Gazette" Press having leased (among other privileges) from the Great Indian Peninsula Railway Company, and the Bombay, Baroda, and Central India Railway Company, the exclusive right of advertising at all the Railway Stations belonging to these two Companies, is prepared to contract with parties desirous of posting Notices or Advertisements on the lines.

The announcements may be in English or in any of the Native languages.

The advantages which Railway Stations present as a means of bringing intimations of all kinds before the public have been demonstrated in England by the extensive use which is made by Advertisers, of every station, great and small, along every line in the United Kingdom.

Insurance Companies, Shipping Companies, Hotel-keepers, Merchants, Traders, and others who wish to force their business on the notice of the Public, all alike value the privilege of Railway Station Advertising.

There is no reason why the privilege should not be also specially valuable to Advertisers in India. Looking to the great and increasing number of Native Railway Passengers on the two truck lines of Western India, native merchants, traders, &c., seeing that they have the privilege of advertising in their own language, would find the publication of their announcement at Railway Stations a decided means of extending their business.

And as nearly All Travellers arriving in India now land at Bombay, and proceed by the G. I. P. or B. B. and C. I. Railways to their destinations, Placards exhibited at the different Stations on those lines are every day becoming more and more valuable as means of bringing the Advertisers' business to the notice of the Public.

Advertisers can select the Stations, on either line, at which they wish their Placards posted, and may advertise for any period that may be agreed on. The charges have been fixed on an extremely moderate scale to encourage Advertisers to make a liberal use of the new means now offered of making announcements known to the Public.

Placards, according to the taste of Advertisers, may be printed at the "Bombay Gazette" Press.

NEW ADVERTISEMENTS.

I HEREBY give notice that I have CEASED to be RESPONSIBLE for the DEBTS of my WIFE since or about the 26th November last, when she left my house and protection.

P. McLOUGHLIN, Lieutenant,
Invalid Establishment.

Bombay, 22nd January 1875.

NOTICE.—A WASHING and WEIGHING MACHINE will be sold by Public Auction at the Commissariat Stores, Town Barracks, at 1 P.M., on THURSDAY, the 28th instant.

Conditions.—A deposit of ten per cent. will be received from the highest bidder, and on the bid being approved of by Government, the Machine will be delivered on the balance of the amount being paid; otherwise the amounted deposited will be returned.

JOHN H. FENWICK, Major,
For Executive Commissariat Officer.

Bombay, Executive Commissariat Office, 21st January 1875.

JUST RECEIVED.

FRITH'S INDIAN PHOTOGRAPHS.

MOUNTED ON CARDBOARD.—*Outside size* 15 *by* 12.

WE have just received a supply of the above neatly mounted on cardboard, comprising views of *Bombay, Ahmedabad, Gwalior, Central Provinces, Cities of the North-West, Cashmere, and Punjab.*

These are very suitable for framing. Price Rs. 1-12 each.

THACKER VINING & CO.

JUST received from Messrs. SCHRODER, LIAUTIER, of Bordeaux, a consignment of WINES and LIQUORS, to be sold at the following reduced prices:—

Mouton d'Armailhac, a nice dinner claret	Rs.	13 per dozen.
Feuillet (breakfast claret)	„	13 do.
Pale dry Sherry (Duke D'Albuquerque)	„	15 do.
Imperial Madeira	„	15 do.
Martinique Liquors (assorted)	„	20 do.
Holland Curacao (in stone bottle)	„	20 do.
Perfer's dry Champagne in quarts	„	32 do.

Apply at L. SIBILLE & Co's 28, Apollo Street.

M. B. MADON & CO., WHOLESALE AND RETAIL DRUGGISTS, CHEMISTS, & DEALERS IN WINES,

Receive fresh supplies of Drugs, Patent Medicine, &c., by every Canal steamers direct from home. Charges extremely moderate. Terms cash.

Outstation orders carefully and promptly executed.

M. B. MADON & CO., 40, BAHARKOTE ZOOMA MUSJID, BOMBAY.

SPECIAL SHORT ADVERTISEMENTS.

FOR SALE, an iron-gray pucka ARAB HORSE, sound, quiet, aged 7 years, height 14-2½. An excellent charger and broken to harness. Price Rs. 450. Can be seen on one day's notice, to "F.," care of *Bombay Gazette*.

JOYCE'S SPORTING AMMUNITION. ESTABLISHED 1820.

THE attention of Sportsmen is invited to the following Ammunition, of the best quality, now in general use throughout England, India, and the Colonies.

JOYCE'S DOUBLE WATERPROOF CENTRAL-FIRE PERCUSSION CAPS.

Chemically-prepared Cloth and Felt Gun Wadding.

JOYCE'S GAS-TIGHT CARTRIDGES,

For Pin-fire and Central-fire Breech-loading Guns, Wire-Cartridges for killing Game at long distances,

AND EVERY DESCRIPTION OF SPORTING AMMUNITION. Sold by all Gunmakers and Dealers in Gunpowder.

FREDERICK JOYCE & Co., PATENTEES AND MANUFACTURERS, 57, UPPER THAMES STREET, LONDON.

AND NEW YEAR'S GIFTS, SOUVENIRS, WEDDING AND BIRTH-DAY PRESENTS PRIZE AND PRESENTATION SOLID SILVER PLATE, ELEGANT NOVELTIES, &c., OF WHICH A SUPERB STOCK IS NOW ON VIEW.

HAMILTON & CO., JEWELLERS, SILVERSMITHS, WATCH AND CLOCK-MAKERS, RAMPART ROW, BOMBAY.

WHEELER AND WILSON'S GENUINE SEWING-MACHINES.

THE HIGHEST HONOURS CONFERRED AT THE VIENNA EXHIBITION OF 1873.

THE following description of Machines always on hand for sale with spare Needles and other Accessories at the Office of the Undersigned.

All Machines warranted. Orders from Up-country promptly executed when accompanied with Remittances or Reference for Payment. Each Machine accompanied with a book of reference. Instruction to purchasers gratis.

No. 1	Machine, Polished Mahogany or Walnut Table	Rs. 105
No. 1	Machine, Mahogany or Walnut Quarter Cases	„ 112
No. 2	Machine, on Polished Table	„ 95
No. 3	Machine, on Polished Table	„ 90
No. 2	Machine, in Unpolished Walnut, Half Case	„ 120
No. 2	Machine, in Polished Mahogany or Walnut, do.	„ 135
No. 1	Machine, in Unpolished Walnut, do.	„ 135
No. 1	Machine, in Polished Mahogany or Walnut, do.	„ 140
No. 1	Machine, in Full Case, Mahogany or Walnut Polished	„ 165
No. 6	Machine, for heavy Cloth Work	„ 115
No. 6	Machine, for heavy Leather Work	„ 115
	Hand Machines, Nos. 1, 2, and 3, Rs. 105, 95, and 90.	
	Cottons manufactured by the Williamantic Company of New York, also by Coats and Brook, specially adapted for the above Machines in reels of 200 yards, per dozen	„ 2
	Best Machine Silk, in reels, assorted Colours	„ 9

DOSSABHOY MERWANJEE & CO., SOLE AGENTS, BOMBAY PRESIDENCY, No. 7, PARSEE BAZAAR STREET, OPPOSITE GRAHAM'S BUILDING.

TRADE MARK.

ON A WREATH, A LION RAMPANT GARDANT, HOLDING A CROWN PROPER.

ELLWOOD'S HATS AND HELMETS.

SHACKLETON & Co., EXPORT PROVISION MERCHANTS, 45, BOTOLPH LANE, LONDON.

REAL YORK HAMS.
PRIME WILTSHIRE BACON.
BERKLEY, CHEDDAR, PINE, STILTON, and EDAM CHEESES, &c., &c.
Orders must be accompanied by remittances or references to first-rate London Houses.

J. & E. ATKINSON WHOLESALE AND EXPORT PERFUMERY, AND FANCY SOAP MANUFACTURERS, 24, OLDBOND STREET, LONDON, ESTABLISHED 1799.

EXHIBITION PRIZE MEDALS.

LONDON.....1862—PRIZE MEDAL.
PARIS.....1867—ONLY SILVER MEDAL.
CORDOVA...1872—ONLY MEDAL AWARDED.
LIMA.....1872—FIRST SILVER MEDAL.
VIENNA.....1873—GRAND MEDAL—"PROGRESS."

ATKINSON'S CELEBRATED WHITE ROSE AND OTHER PERFUMES.

ATKINSON'S CELEBRATED EAU DE COLOGNE.
ATKINSON'S CELEBRATED BROWN WINDSOR SOAP, &c
N.B.—All Perfumes, Lavender Waters, Eau de Cologne, &c manufactured "in Bond," and shipped duty free at great reduction
PRICE LIST ON APPLICATION.
CAUTION.—Many spurious imitations are now sold of Messrs. J. & E. Atkinson's Goods; orders should therefore be sent direct through commission houses of repute. Their goods are kept by all respectable dealers throughout the World.

Wholesale Agents in Bombay.....D. S. KEMP & Co.

WANTED.

PRESS READER (CHIEF) WANTED. Apply personally to the MANAGER of this Paper.

WANTED, a MECHANICAL ENGINEER, competent to take charge of a Ginning Factory at up-country.

Apply with certificates to "V. G.," care of this Office.

Bombay, 20th January 1875.

NOTICES.

NOTICE.—MR. GEORGE STEWART FORBES, son of our senior, Sir Charles Forbes, Bt., and Mr. JAMES STEVEN, brother of our Mr. William Steven, are admitted PARTNERS in our firm.

FORBES, FORBES & Co.

London, 1st January 1875.

NEW BANK OF BOMBAY, Limited.—NOTICE is hereby given, that the TRANSFER BOOKS of the Bank will be CLOSED from MONDAY the 18th to FRIDAY the 22nd instant, both days inclusive.

By order of the Board of Directors,
M. BALFOUR,
Secretary and Treasurer

Bombay, 13th January 1875.

NEW BANK OF BOMBAY, Limited.—NOTICE is hereby given, that an AD-INTERIM DIVIDEND for the half year ended 31st December last, at the rate of 5 per cent. per annum will be PAYABLE on application on and after FRIDAY, the 22nd instant, to Registered shareholders on 31st December 1874.

By Order of the Board of Directors,
M. BALFOUR,
Secretary and Treasurer.

Bombay, 13th January 1875.

SCOTTISH IMPERIAL INSURANCE CO. LIFE BRANCH.

The undersigned are prepared to receive proposals for Assurances for the whole term of Life, payment being made by a limited number of premiums.

Tables of rates, which are very moderate, may be had on application.

A considerable reduction in rates on Indian Lives has been made lately.

FINLAY, MUIR & Co., Agents.

Bombay, January 1875.

NOTICE TO MARINERS.

Marine Department, Bombay Castle, 20th January 1875.

The following revised Notice is published for general information in supersession of that published under date the 20th April 1874, which is hereby cancelled:—

Notice is hereby given, that a DIOPTRIC FIXED LIGHT of the fourth order has been fixed, and is now shown at the Port of Mandvee in the entrance to the Gulf of Cutch.

The above Light stands at the south-west corner of the Town of Mandvee; it has an elevation of 127 feet above sea level; it is visible in clear weather at a distance of 17 to 18 miles; its illuminating arc is 180°, and it is visible from seaward at all points.

Latitude.....22 deg. 50 sec, N.
Longitude.....69 deg. 21 sec, E.

J. MACDONALD, Colonel,
Secretary to Government.

THE BOMBAY SUGAR REFINERY COMPANY, Limited, has been formed in Shares of 150 each, with an influential Board of Directors. Prospectuses and full particulars may be obtained from the Secretary, 23, Apollo Street, Bombay. Applications for Shares should be made at an early date.

CEYLON GOVERNMENT RAILWAY.

MORATUWA BRANCH.

The Government invites TENDERS for the CONSTRUCTION of a RAILWAY from Colombo to Moratuwa, 11¼ miles in length. The Government will provide the Rails and Sleepers.

Plans and specification can be seen and all necessary information obtained at the Engineer's office, Marachiya, Colombo.

Sealed Tenders (marked tender for the Moratuwa Branch Railway) to be delivered at this office on 1st March next.

The Government is not bound to accept the lowest or any tender.

By His Excellency's command,
ARTHUR N. BIRCH,
Colonial Secretary.

Colonial Secretary's Office, Colombo, 9th January 1875.

LONDON AND LANCASHIRE LIFE ASSURANCE COMPANY.

THE NEXT DISTRIBUTION OF PROFITS WILL BE MADE AT THE CLOSE OF 1877.

The result of the division at the end of 18 2 was an addition of £1 per cent. per annum, as a Reversionary Bonus, equivalent to a percentage varying from 23 to 53 per cent. of the Premiums paid.

Assurances effected before the 31st January, the date on which the lists of new business are closed, will be entitled to rank for one year's more Bonus over those opened subsequently.

Forms of proposal will be forwarded on application to the Head Office, Branches, or Agencies of the Company.

PELLY & Co., Agents.

Bombay, January, 1875.

ST. BARTHOLOMEW'S HOSPITAL AND COLLEGE.

SCHOLARSHIPS IN SCIENCE.

Two Scholarships in Science have been founded at St. Bartholomew's Hospital, London:—

1. An Open Scholarship of the value of £100, tenable for one year, to be competed for in September. The subjects of examination are Physics, Chemistry, Botany, and Zoology. The successful candidate will be required to enter at St. Bartholomew's Hospital in October next.

2. Preliminary Scientific Scholarship of the value of £50, tenable for one year, to be competed for in October next by Students of the Hospital of less than six months' standing. The subjects of examination are identical with those of the Open Scholarship.

For further particulars and syllabus of subjects, application may be made personally or by letter to the Warden of the College, St. Bartholomew's Hospital, London.

GEO. GAHAGAN & Co., GENERAL DEALERS, FORWARDING AND COMMISSION AGENTS,

Apollo House, Apollo Street, Fort, Bombay,

ARE prepared to supply Engineers, and Contractors' Tools, Cast, and Wrought Iron Pipes, Corrugated Iron, Pumps, Chain, Iron, Steel, and all kinds of stores used by Engineers and Contractors.

Timber and Slippers carefully selected.

PRICED CATALOGUES ON APPLICATION.

All Goods supplied guaranteed

Commissions executed at 2½ per cent.

We specially invite attention to our prices.

ALL PERSONS having CLAIMS against, or being INDEBTED to, the Estate of the late Colonel T. JAMES, C.B., Controller Military Accounts, Calcutta, are requested to communicate with the Undersigned, before 30th January 1875, after which date no claims will be attended to.

ARTHUR ELDERTON, Lieut.-Colonel,
President Committee of Adjustment.

Officers' Quarters, Alipoor, Calcutta, 28th Dec, 1874.

BULL'S PATENT HAND DREDGER for WELL SINKING, or for CLEANING OUT OLD WELLS, for particulars apply to

A. H. BULL,
Sahebgunge, via Lickree Gully.

VALENTINES A CHOICE SELECTION ON SALE BY TREACHER AND COMPANY, LIMITED.

HOUSE DECORATIONS, DRAWING-ROOMS, PALACES, CHURCHES, BUNGALOWS, &c., decorated in any style or design, WORKS IN SCULPTURE EXECUTED. FOR PLANS, SPECIFICATIONS AND DESIGNS. Apply to A. RAMPANA, Care of SOUNDY & CO., Bombay.

PROSPECTUS OF THE GRAND DRAWING OF PRIZES, ON THE ART UNION PRINCIPLE.

UNDER THE SUPERVISION OF THE EXECUTIVE COUNCIL OF THE AMALGAMATED SOCIETY OF RAILWAY SERVANTS IN INDIA.

25,000 TICKETS AT Rs. 2 EACH.

Rs. 25,000 to be given away in Prizes, and the balance to be invested in Guaranteed Railway Shares, for the benefit of those Railway employees who belong to the Amalgamated Society of Railway Servants in India.

101 PRIZES.

1 Prize of Rs.	8,000	4 Prizes of Rs.	100
1 „ „	3,000	6 „ „	75
7 „ „	1,000	10 „ „	50
4 „ „	500	11 „ „	40
4 „ „	250	11 „ „	29
4 „ „	200	11 „ „	29
4 „ „	150	20 „ „	10

Due notice will be given of the Drawing, which will take place at Allahabad, as soon as all the tickets are disposed of. Tickets can be obtained from any of the members of the Executive Council, the branch Secretaries of the Amalgamated Society of Railway Servants in India, or the General Secretary.

F. T. ATKINS,
17, Canning Road, Allahabad.

N. B.—Applicants for Tickets will please write their address plain so as to prevent mistakes.

THE BOMBAY MANURE AND CHEMICAL WORKS COMPANY, Manufacturers of PURE DISSOLVED BONES, SUPERPHOSPHATE OF LIME, and Special Manures of high quality for TEA, COFFEE, TOBACCO, SUGAR-CANE, &c. ALSO GARDEN MANURES, to suit the various Crops of the Garden.

For PRICES, TERMS, and GUARANTEED ANALYSIS, apply to H. F. SOARES, Secretary, Nesbit Lane, Fort.

G. NICOLL & CO., SADDLERS AND HARNESS MAKERS, 30, MEADOW STREET, BOMBAY.

SADDLERY AND HARNESS OF EVERY DESCRIPTION ALWAYS ON HAND.

Orders immediately attended to.

N.B.—HARNESS AND SADDLERY REPAIRS CAREFULLY AND PROMPTLY EXECUTED.

THACKER, VINING & CO., BOMBAY.

GENERAL BUSINESS.

BOOK DEPARTMENT.

NEW BOOKS, STANDARD BOOKS, and MISCELLANEOUS LITERATURE of all kinds ordered or supplied from Stock at the rate of TEN ANNAS to A SHILLING of the English selling price, and further advantages offered on all transactions of importance.

NOTICE.

Messrs. THACKER, VINING, & Co. beg to point out the advantages of Local Agency in procuring books from England; the Books arrive securely packed, they are forwarded from England with every despatch in cases, all risk of loss is avoided, the expense is little, if at all, greater, and payment is only required on delivery, by which loss in exchange, which under existing circumstances may be said to rule at seven per cent., is saved.

NEWSPAPERS AND PERIODICALS.

Messrs. THACKER, VINING, & Co. will be happy to forward, on application, a LIST of all PERIODICALS and NEWSPAPERS, with their distinctive features, London prices, and reduced terms of supply, to intending Subscribers, either in Bombay or in the Mofussil.

PRINTING, PUBLISHING, AND BINDING.

Messrs. THACKER, VINING, & Co. undertake the Printing and Publishing of Works for Authors, to whom through their Agencies in England, Calcutta, and Madras, they can present special advantages.

COATS OF ARMS, CRESTS, MONOGRAMS, &c., engraved and fitted to portable self-endorsing Presses.

CARD PLATES ENGRAVED and CARDS PRINTED.

BOOKS BOUND in all Styles. BLANK BOOKS made and bound to order.

MISCELLANEOUS DEPARTMENT.

(First Floor.)

A perfectly efficient stock of SCIENTIFIC INSTRUMENTS, STATIONERY, DRAWING MATERIALS, PICTURES, PHOTOGRAPHS, FANCY GOODS, PRESENTATION ARTICLES, FIRE-ARMS, TRAVELLING, DRESSING, WRITING, AND JEWEL CASES, GAMES, and numerous useful Sundries, all of the very best quality and at moderate prices, is always maintained by additions per each weekly steamer; the Show Room has lately been entirely refitted, and an inspection of its contents is invited.

NOTICE.—Ten per cent. discount is allowed for Cash in this Department. Goods procured to order from England and charged at the same rates as if supplied from stock.

GENERAL AGENCY.

Messrs. THACKER, VINING, & Co., in connection with Messrs. W. THACKER & Co. of LONDON, Messrs HICKIE, BARHAM & Co.

COMMERCIAL INTELLIGENCE.

FRIDAY EVENING, 22ND JANUARY 1875.

YESTERDAY'S Liverpool Cotton market closed quiet with arrivals 1/16d. to ⅛d. lower, but Reuter's spot quotations showed an advance of 1/16d in Fair Dhollera, ⅛d. in G. F. Ginned Broach and Hingenghaut, and ⅛d. in G F. Sawginned Dharwar. These alterations seem somewhat anomalous at first sight, but in all probability the discrepancy arises from the weekly revisal of the official quotations, and not from any actual change in the market.

The weekly return of the Bank of England is again very favourable, the proportion of the Reserve to Liabilities having advanced from 45¼ to 47¼ per cent. No change has been made in the official rate of discount, but with the open market at 3⅛ to 3⅜ per cent. the Bank cannot be getting much business, and a decline to 3 per cent. is therefore very probable.

STERLING EXCHANGE continues very quiet, and to-day rates have been the turn easier. The demand for Bank Bills is not active, but on the other hand there are comparatively few mercantile Bills making, and of these a large proportion has been arranged for in advance. We quote :—

Bank Bills on demand		Rs. 10¼d.	per rupee
Do.	6 months' sight	Rs. 10 11/16	,,
Credits	3 months' sight	Rs. 10 ¼.	,,
Do.	6 do.	Rs. 10 13/16d. to 27/32d.	,,
Documents	do.	Rs. 10 ¼.	,,

We do not hear of any transactions on Calcutta. GOVERNMENT PAPER is very quiet at nominal rates.

The SHARE MARKET is weak, and any business transacted has been at a decline in values. Bank of Bombay are a half per cent. lower, and Spinning Shares are also in favour of buyers.

To-day's COTTON MARKET has been dull, with very little doing. Dealers have shown more anxiety to sell at a reduction of Rs. 2 to Rs. 3 per candy, but even at that, buyers do not seem disposed to operate freely. For G. F. Omra European agents are now asking Rs. 186, Akote Rs. 191, full-pressed immediate delivery. G. F. Ginned Broach February delivery is offering at Rs. 220 and March delivery Rs. 217 per candy half-pressed without finding buyers. Receipts are still very moderate, the past six days having only given us 24,866 bales, and until there is a decided increase in this respect, we are not likely to see a very rapid fall in prices.

FREIGHTS have again given way for ready steamers, re-lets having been offered to-day at £2-5 without leading to many engagements. Forward loading is very steady, however, late February and onwards being unobtainable under £2-12-6. Sailing vessels are quiet at £2 to £2-5 ready and £2-10 for April loading.

IN PIECE GOODS there is no change whatever. Holders are firm, but only a very moderate business is passing.

BANKS.

No. of Shares	Nominal value	Paid up.	Last dividend.	Names.	Cash rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	5 p.ct.	Agra Bank	91
32,000	1,000	all	7½ p.ct.	Bank of Bengal	1,409
10,000	500	all	12p.ct.	Do of Bombay New	732½
10,000	500	all	12p.ct.	Do 2nd Res.Issue	173½
5,250	1,000	all	6 p.ct.	Do of Madras	1,130
20,000	250	all	8 p.ct.	Chartered Mercantile Bk of L. & China	300
40,000	281½	all	Nil	Hong. & Shanghai Bank	175
40,000	200	all	5 pct.	Chartered Bk. of I. & C.	175
40,000	250	175	5 p.ct.	National Bank of India	116
64,000	250	all	12 do.	Oriental Bank	475

PRESS COMPANIES.

150	5,000	2,500	100p.s.	Akbar Cotton Press Co †	1,750
200	2,000	1,400	50 do.	Albert Co. Kurrachee	775
100	500	all	18p.ct.	Albert Ginning Co	610
250	1,000	200.00	...	Alfred Mills Co	1,100
125	2,000	11,000	240p.	Apollo Press Co	3,750
625	1,000	all	...	Bellasy	720
6 w	500	all	60p.s.	Berar Company (New)	520
200	2,000	all	800p.	Bombay Press Co	1,425
200	500	all	50p.s.	Do New	350
1,400	250	all	6½ p.c.	Broach Cotton Co	505
420	1,000	all	37½p.	Carwar Company	700
230	250	all	...	Cocomada Press Co	100
800	5,000	all	175p.	Colaba Press Co	3,800
500	50	all	Nil	Dhollera P. & G. Co	200
352	1,000	all	...	East India Press Co	1,000
150	2,000	all	250	Fort Press Co	3,900
200	2,000	1,250	15 p.	Framji Cowasji Press Co	575
240	1,000	all	160 p.	French Press Co	435
1150	...	1,40	100 p.	Imperial Press Co	443
3425	40	32	60 p.	Mofussil Press & O. Co.	431
600	2,000	5000	...	Nicol Press Manuf. Co. Ld	1,750
120	...	1,500	600 p.	Princeof Wales Press	1,800
2 0	1,250	all	200 p.	Sassoon Press Co	1,000
4 0	50	75	135 p.	Scinde Press Co	425
100	1,000	750	...	Scinde and Punjab Cotton Press Co., Limited	225
150	250	all	12 p.ct.	Vic. Cot. Gin & Press Co.	1,000
450	1,000	all	100p.s.	Volkart's United Press Co.	225

† For share for the half year.

SPINNING AND WEAVING COMPANIES.

600	1,250	all	150%	Alexandra Spinning	1,607
800	5,000	all	200%	Alliance Spinning	3,200
300	2,000	500	...	Bhownuggur M. & P. Co	2,000
500	1,000	all	100	Bombay United	1,325
1,600	100	100	10%	Broach Mills	200
300	1,000	750	...	Colaba Spinning	1,000
2,000	2,000	all	100p.s.	Dhurumsey Spinning	1,625
1,500	1,250	all	125p.s.	Fleming S. & W. Co	1,210
1,400	1,000	all	115p.s.	Great Eastern	1,425
700	1,000	all	...	Hindustan S. & W. Co.	1,225
700	1,000	all	115p.s.	Jewraj Balloo Mills	1,280
.....	...	80	...	Khandesh Spinning	1,125
300	1,250	all	Nil	Madras Spinning	1,425
.....	...	500	...	Madras U. Spinning	1,040
2,500	1,000	all	65	Manockji Petit's	1,350
1,000	1,000	all	270p.s.	Monarjee Spinning	1,270
4,000	625	nil	60	Oriental	815
600	1,250	250	...	Prince of Wales Spinning	440
750	1,000	1,000	200p.s.	Soonderdas Spinning	1,830
500	1,000	250	31p.s.	Do. do. 1/4 share	410

* Per share for the half-year.

RAILWAY COMPANIES.

.....	£20	21½	2 0	p.c.	G.I. P. Railway Consolidated Stock
.....	£20	0	3 14	6	do. New £20 Shares
.....	£20	0	7 2	6	do. Ditto
.....	£20	21	17	6	do. Ditto
.....	£10	1	0	0	do. B. & C. I. Railway Co
.....	£18	9	15	0	do. New £18 Shares

LAND COMPANIES.

4,000	5,000	all	60		Colaba Land Co
7,500	100	all	...		Frere Land & Pier Co, Ld.
1,750	2,000	2,000	20p.s.		Mazagon Land
6,000	1 400	all	15p.s.		Fort Canning Land Company, Limited

MISCELLANEOUS.

1,000	12,500	1,500	240ps.		Bombay Burmah Trading Corporation
1,000	50	all	15p.ct		Bombay Gas Company
500	500	300	27p.ct.		Landing and Shipping Co. of Kurrachee Ld.
2,150	200	190	8 p.c.		Malabar Company Ld.
4,000	50	all	4 p.c.		Mechanics' Build'g Co.
1,000	50*	all	7 p.c.		Treacher & Co
.....	250	nil	40 pc		Vingas Patent Slip Co

BANKS IN LIQUIDATION.

	Date of Liquidation.			
.....	20	19	...	Bank of China
.....	...	...	...	East India Bank
.....	20	13	Feb. '67	Indian Peninsula

GREAT INDIAN PENINSULA RAILWAY.

Statement of Traffic, week ending 16th January 1875.

	Rs.	a.	p.
Open, 1,978¾ Miles.			
Coaching	81,996	1	0
Merchandize	3,90,555	0	0
Electric Telegraph	1,016	0	0
Earth Trans	618	0	0
Total Rs.	4,74,185	1	0
Corresponding week last year, open 1,206¾ miles. Total Rs.	4,17,777	8	3
Increase Rs.	56,407	8	9

BANK OF BENGAL.

THE following is the statement of the affairs of the Bank of Bengal for the week ending 31st December as compared with that for 24th December :—

Liabilities.	24th Dec. Rs.	a.	p.	31st Dec. Rs.	a.	p.
Capital	2,20,00,000	0	0	2,20,00,000	0	0
Reserve Fund	16,07,197	7	9	16,07,197	7	9
Treasury Balance	3,05,75,286	10	2	2,80,87,229	8	2
Total Deposits	2,79,70,363	12	1	3,09,60,108	10	0
Bank Post Bills, &c.	1,79,023	12	8	4,91,3 1	9	2
Sundries	8,66,734	0	7	11,24,243	7	10
	Rs. 8,33,01,774	11	4	Rs. 8,50,69,782	11	0

Assets.	Rs.	a.	p.	Rs.	a.	p.
Government Securities	1,79,75,867	14	0	1,78,90,965	2	10
Loans on Govt. Securities	80,42,344	5	1	87,30,154	3	0
Credits on ditto	40,85,326	1	7	44,26,548	12	9
Bills discounted	1,76,83,878	14	10	1,80,92,270	0	5
Dead Stock	10,02,938	12	5	10,10,732	8	3
Stamps	12,067	11	0	13,7 3	7	6
Balances with other Banks	6,39,240	5	5	4,79,3 5	9	11
Sundries	32,438	0	4	3,24,931	13	11
Bullion	11,89,169	3	10	13,84,870	5	8
Cash at Head Office	1,05,67,721	1	6	1,03,98,991	12	5
Do. at Branches	2,21,70,052	5	4	2,26,93,758	14	4
Rs.	8,33,01,774	11	4	8,50,69,782	11	0

SHIPPING INTELLIGENCE.

THE BARQUE JOHN CUSHING, 780 tons, Captain Dexter, will sail to-day in ballast for Kurrachee.

THE s.s. RAFFAELE, 92 tons, Nacoda, sailed yesterday for Cutch Coast with a general cargo and fifty-two deck passengers.

THE B. I. S. N. Co.'s s.s. KURRACHEE, 346 tons, Captain R. J. Scott, arrived in harbour on the 21st instant from Kattywar Coast and Kurrachee with a general cargo and the following passengers :—Mr. Gerard, a gentleman, and sixty deck passengers.

THE s.s. PHLEX, 151 tons, Captain W. Pead, arrived in harbour yesterday from Coast and Goa (January 19th) with a general cargo and the following passengers :—Mrs. and Master Betham, and two hundred deck passengers. She sailed yesterday for same port with a general cargo and fifteen deck passengers.

THE B. I. S. N. Co.'s s.s. CASHMERE, 656 tons, Captain R. L. Turner, sailed yesterday for Persian Gulf via Kurrachee with a general cargo and the following passengers :—Captain and Mrs. Cruickshank, Hajee Haroon Sedick and mother, Captain Selby, Mr. H. Khulfan, and fifty-one deck passengers.

ARRIVALS.

Jany.	Vessel.	Commander.	From.
21	Kurrachee (s)	Scott	Kurrachee, Jany.
22	Phlox (s)	Pead	Goa, Jany 19.

DEPARTURES.

Jany.	Vessel.	Commander.	Destination.
22	Francis	Brindojoine	Mauritius.
	Cashmere (s)	Turner	P. Gulf and Kurrachee.
	Raffaele (s)	Nacoda	Cutch Coast.
	Africa	Banchaupt	Zanzibar.
	Phlox (s)	Pead	Coast and Goa.

The barque John Cushing, Baxter, to Kurrachee, obtained her port clearance yesterday.

The following vessels were entered out for loading yesterday :—
Steamer Tiara, to Liverpool.
Steamer Kurrachee, to K Coast & Kurrachee.
Steamer Phlox, to Coast & Carwar.
Ship Stewart Habneman, to Liverpool.
Schooner Gulzainar, to Mozambique.

CALCUTTA.

ARRIVALS.

Jany.			
18	Ethiopis (s)	Atkinson	Bombay Dec 26.
	Moulmein (s)	Loutit	Singapore, Dec 22.
	Bolton Abbey	Milligan	Liverpool, Sept 14.

DEPARTURES.

Jany.			
18	Arcot (s)	.....	.....
	Dunloe	.....	.....

MADRAS.

ARRIVALS.

Jany.		
18	Eurnome	Melbourne.
19	Colombo (s)	London.

DEPARTURES.

Jany.			
18	Asia (s)	.....	Calcutta & N. Ports.
	Pekin (s)	.....	Galle, Aden and Suez.

DAILY IMPORTS.—JANUARY 22.

FROM LONDON.

Pelayo s, 50 boxes soap, A Dawoodkhan.
White Adder, 229 cases window glass, A Abdoolally.
Colombo s, 7 boxes brandy, J Cursetjee.
Stuart Hohneman, 2 casks sulphuric acid, B W Pa'huck & Co.
Ezi King s, 12,000 fire clay, M M Mody & Co.

FROM GENOA.

Persia s, 100 cases brandy, The L A & A Co.

FROM BORDEAUX.

Esperance, 7 hogsheads brandy, N Ardaseer & Sons.

DAILY EXPORTS.—JANUARY 22.

FOR LIVERPOOL

Hector s, 35 bales wool, Jewraj Damjee ; 44 bales cotton, H Gulabchund ; 260 bales cotton, S L Macnaghten.
Nyanza s, 36 bales wool, D wjee Bhanjee & Co.
Palestine s, 33 bales cotton, E Customchund ; 200 bales cotton, Rali Brothers ; 500 bales cotton, Killick, Nixon and Co ; 100 bales cotton, H Gulabchund ; 550 bales cotton, Gaddum and Co ; 100 bales cotton, L A & A Co ; 100 bales wool, J Pursotum.
Blenheim s, 10 bales wool, K Toolsidass and Co ; 27 bales cotton, D Pompje ; 100 bales cotton, A Komkler & Co.
Colombo s, 100 bales cotton, Campbell, Mitchell and Co ; 11 bales cotton, N Khatow ; 150 bales cotton, Finlay, Scott and Co.
Guy Mannering s, 100 bales cotton, Finlay, Scott and Co.

FOR LONDON.

Elphinstone s, 41 cases M o'P shell, and 12 cases P feather, D Mahomed ; 9 cwts deer horns, H Noor Mahomed ; 15 cwts deer horns, M Sullivan ; 32 cwts deer horns, B Khimjee ; 8 cases P feather, and 8 cases fishmaws, S Maladina.

FOR VENICE.

Lombardy s, 50 bales cotton, E Spinner and Co.

FOR NEW YORK.

Pegasus, 1,200 cwts linseed, Finlay, Scott and Co.

FOR HAVRE.

Trident s, 250 bales cotton, Ritchie, Steuart and Co. ; 50 bales cotton, George Lockhart and Co.

FOR TRIESTE.

Lombardy s, 250 bales cotton, E Spinner and Co.

FOR MARSEILLES.

Arabia s, 250 cwts pepper, S Tyebjee & Co ; 175 cwts gingelly seed, Aisen, Riebe & Co.

FOR GENOA.

Arabia s, 62½ cwts coffee, Volkart Brothers ; 100 bales cotton, A Ki er & Co ; 21 bales hides, G Sigg & Co.

FOR NAPLES.

Lombardy s, 500 bales cotton, Gaddum and Co.
Arabia s, 10 bales hides, A Trading and Co.

FOR HONGKONG.

Sunda s, 12 cwts cloves, and 32½ cwts bysabole, T Hamraj ; 23 cwts caraway seed, 15½ cwts fennel seed, 8 cases M o'P shells, and 8½ cwts, beerabole, D Mahomed ; 30½ cwts bysabole, D Doosa ; 7 cwts sharkfins and fishmaws, E Alladinbhoy ; 25½ cwts fennel seed, G Hamzee ; 50 cwts twist, D Gangjee ; 51½ cwts raisins, A Mossa ; 19½ cwts M o'P shell, K Abdoolla ; 55 cwts olibanum, R Aliraza ; 13½ cwts sharkfins, M Nurboo ; 118 cwts raisins, E Perribhoy ; 15½ cwts cloves, Volkart Brothers ; 270 cwts raisins, 52 cwts bysabole, and 93 bales twist, E Noordin and Co ; 641 cwts olibanum, and 10½ cwts sharkfins and fishmaws, M Dawa ; 43 chests opium, Tata and Co ; 27 chests opium, 75 cwts bedl um, and 17 cwts olibanum, P Rompe ; 35 bales twist, J Perribhoy ; 9 chests opium, E D Sassoon ; 15 chests opium, K Khimjee & Co.

FOR SHANGHAI.

Sunda s, 11 chests opium, Goolraz Shinganey 18 chests opium, David Sassoon & Co.

MILITARY INTELLIGENCE.

AT a General Court Martial, assembled at Lucknow on Wednesday, the 18th day of November 1874, Private John Roberts, of the 65th Regiment of Foot, was charged with having at Lucknow on or about the 23rd day of October 1874, been drunk. Also with insubordination, accompanied with personal violence, in having, at Lucknow, on or about the 23rd October 1874, struck with his clenched fist on the face and knocked down Sergeant Richard Fairbank, of the 65th Regiment, and then kicked and jumped upon him, the said Sergeant being his superior officer, and being in the execution of his office. The Prisoner was found guilty of the charge and sentenced to dismissal with ignominy. This sentence having been returned for revising, the Court, having attentively considered the observations of the revising officer, and the whole of the proceedings, revoke their former sentence, and sentenced the prisoner, to suffer penal servitude for the term of (10) ten years and further sentence to be discharged with ignominy from Her Majesty's service. The revised finding of the Court has been approved and confirmed by the Commander-in-Chief. The two first years to be carried out in India.

ARRIVALS—JANUARY 9.

Noble, Major, Bengal Staff Corps, on sick leave, from Jhansi.

JANUARY 15.

Williams, Major, Bombay 1/2nd Queen's, on leave, from Mount Abu.

JANUARY 19.

Baldock, Vet Surg, Bombay 3rd Hussars, on duty, from England.

JANUARY 20.

Addison, Colonel, Bombay 2nd Queen's, on leave, from Poona.

JANUARY 21.

Mayne, Lieut Col, Madras Royal Engineers, on leave, from Nagpore.

DEPARTURES.—JANUARY 22.

Green, Lieut, Bengal Royal Engineers, on leave, to Calcutta.
Cruickshank, Captain, Bombay Royal Engineers, to join, to Kurrachee.
Johnstone, Dy Surg Genl, Bombay Ind Med Dept, on duty, to Deolalee.
Erskin, Captain, Bombay Poona Horse, on leave, to Poona.
Maclean, Lieut Col, Madras 1st Light Cavalry, to join, to Secundrabad.

HIGH COURT.—23RD JANUARY.

[Before the Honourable SIR CHARLES SARGENT, Knight.]

LONG CAUSES.

105-74—Tyabjee and Sayani—Goolam Ali Khan, Vulleed Goolam Mohideen Khan and others v Mapia Chowakara Kellote, &c.—Dallas, Lynch, and Tobin.
571-73—Macfarlane and Skipsey—Gunesh Somajee and another v Nursoo Saiboo and another—Lynch and Tobin.
592-73—G J Mody—Girdhar Roopjee v Henry Gamble, &c.—M H Khan.
477-72—M M Munshi—Jeewa Essuf Ghanchee v Custoor Bai—Crawford and Beevey.
211-74—Rimington, Hore and Langley—E D Sassoon v Manecbai widow—Tyabjee and Sayani.
272-74—Hearn, Cleveland and Lee-Warner—Ahmedbin Hajee, &c. v Tricumjee Weljee and Co.—Shamrao Pandurung.
276-74—Macfarlane and Skipsey—J F De Souza v Hounbai widow—Mr. Hearn.

[Before the Honorable Mr. JUSTICE BAYLEY.]

LONG CAUSES.

214-72—Tyabjee and Sayani—Thariabhoy Topun v Tarrachund Ramchunder—J C Cama—Part heard.
765-73—A Framjee—Manecklee Nusserwanjee B v Nowroji Cursetjee V and others—Crauie Lynch and Owen and Jeffreson and Payne—Part heard.
352-73—Jefferson and Payne—Merwanjee Dhunjeebhoy v Nowrojee Husangjee and others—Shapurjee and Thackurdass
715-71—Jefferson and Payne—Nagindass Hurjevundass and others v Bijruttondass Bymohundass—Prescot and Winter
705-71—Jefferson and Payne—Mancorebai, widow v Chimon Laljee Ghanshamjee—C Tyabjee.

[Before the Hon. Mr. JUSTICE GREES]

LONG CAUSES.

545-74—Tyabjee and Sayani—Peerbhoy Damjee v Ebrahim Ismail and others—Dallas, Lynch and Tobin and Shapurjee and Thackurdas.
436-73—Tyabjee and Sayani—Bhaskor Bhawoo v Jamsetjee Nowrojee and others—K. Morojee.
130-74—Rimington, Hore and Langley—Andrew John Macdonald v Peerbhoy Damjee and others—Tyabjee and Sayani and Jefferson and Payne.
496 73—Fletcher and Smith—Kanjee Meghjee v Veerjee Mowjee and another—Craigie, Lynch and Owen.
215-73—Jefferson and Payne—Santooka Roopjee v Fatta Depasjee—Remington, Hore and Langley.
10-73—Mr Fletcher—Bai Jadow, widow v Tribhoovandass Jugguvandass and another—Tyabjee and Sayani.
210-73—M H Khan—Narrayen Juggunnath and others v Ramchunder Dinanath—Tyabjee and Sayani.

POSTAL NOTICES.

DEPARTURE OF OCEAN MAILS.

	Date.	Mail closes.	After packet
United Kingdom	Jan. 25	6-30 P.M.	7 P.M.
Kurrachee	,, 25	11 A.M.	12 A.M
Persian Gulf via Kurrachee	,, 22	11 A.M.	12 A.M.
Australian	Feb. 6	3-30 P.M.	No after packet
China	Jan. 26	3-30 P.M.	
Mauritius and Reunion	Feb. 15	6-30 P.M.	7 P.M.
Zanzibar, &c.	,, 25	6-30 P.M.	7 P.M.

OVERLAND MAIL.

In succession of this Office Notice of the 9th May last, it is notified that as the Overland Mail Steamers of the P. & O. S. N. Company will leave Bombay every Monday soon after 7 P. M., the following revised arrangements in the hours for closing Mails will come into operation :—

Letters will be received at the General Post Office up to 5-30 P.M.
Newspapers, Books, and Patterns, up to 3 P.M.
Registered Letters up to 2 P.M.

MAURITIUS AND REUNION.

Regular Mails.		Supplemental Mails.	
Monday	Feb 15	Monday	Jan. 26.
,,	May 15	Monday	Feb 22

The dates of departure from Bombay of the Supplemental Mails for Mauritius and Reunion are in consonance with the Time Table of the Messageries Maritimes Company ; but as the French Mail Steamers occasionally leave Aden for the Mauritius before the arrival of the Bombay Overland Mail Steamers, the Indian Postal Department will not be responsible for any delay which the correspondence forwarded by that opportunity may sustain at Aden

CHINA MAILS.

China and Australian Mail Steamers will leave Bombay as follows :—

	4 P.M.		4 P.M.
Tuesday	Jan. 26	Tuesday	Feb 23
,,	Feb. 9	,,	Mar. 9

AUSTRALIAN MAILS.

	4 P.M.		4 P.M.
Saturday	Feb 6	Saturday	Mar. 6

In accordance with the above, Mails for Ceylon, Penang, Singapore, Hongkong, and the Australian Colonies will be closed at the General Post Office at 3 P.M.

Registered Letters will be received until 1 P.M. on the above dates.

POSTAGE ON LETTERS FOR ZANZIBAR.

Under a Treasury Warrant received from Her Majesty's Post Master General, the postage on letters for Zanzibar forwarded via Bombay to Aden by the Mail Steamers of the P. and O. S. N. Company, and thence by the B. I. S. N. Company's Vessels, is increased from 4 annas to 8 annas per half ounce.

1. Prepayment in full by this route is compulsory.
3. Letters forwarded by this route and by the continuation of the line to Mozambique, Delagoa Bay, Natal, and the Cape of Good Hope, will also be subject to an increase from 4 anna to 8 annas per half ounce.
4. Prepayment in full by this route is compulsory.
5. Letters forwarded by this route can be registered only for Natal and the Cape of Good Hope, the registration fee being 4 annas per cover.

ZANZIBAR, NATAL, MOZAMBIQUE, DELAGOA AND TABLE BAY.

	7 P.M.		7 P.M.
Monday	Feb. 15	Monday	April 12
Monday	Mar. 15	,,	May 10

MAILS FOR KURRACHEE AND PERSIAN GULF.

To Kurrachee.

The B. I. S. N. Company's Contract Steamers will be despatched from Bombay to Kurrachee twice in a week, viz., on every Monday and Friday, until further notice.

PERSIAN GULF MAILS.

The Mail Service by the Contract Steamers of the British India Steam Navigation Company between Bombay and the Persian Gulf will be weekly instead of fortnightly, as formerly.

A Mail will be despatched every *Friday* during the fair season.

To Calcutta touching at the several Coast Stations.

Mails to Calcutta, touching at the several Coast Stations, per B. I. S. N. Company's Contract Steamers, are despatched from Bombay on every Saturday during the fair season.

Registered and ordinary Letters, as well as Book and Sample Packets and Parcels, can be posted up to 11 A.M. at the G. P. O., and late fee letters up to 1-30 on the day of departure of the Steamer, as above shown.

The latest hour for posting at Branch Post Offices is 10-30 A.M.

DESPATCH OF INLAND MAILS FROM BOMBAY.

REVISED TABLE of the hours for closing the Inland Mails which came into force from the 1st July and will continue so until further notice :—

MAILS	At General Post Office. Ordinary Letters, &c.	At General Post Office. After-Packet.	At Branch Offices.
For Bengal, N. W. Provinces, Punjab, Central Provinces, Malwa, Berar, and for all Post Towns on the N. E. Line of the G. I. P. Railway.	8 A.M.	9-30 A.M.	7-30 A.M.
For all Post Towns on the S. E. Line of the G. I. P. Railway, for Poona and Madras Presidency ; also for Ahmednuggur Seroor, Deccan, and S. M. Country	12 NOON.	2-30 P.M.	0-30 A.M.
For ditto on the S. E. Line of the G. I. P. Railway, as far as Poona	5 A.M.	5-30 A.M.	5 P.M. of previous day.
For ditto on the B. B. and C. I. Railway for Guzerat, Kurrachee, Sind, Kattiawar, and Kutch	4 A.M.	6 A.M.	5 P.M. of previous day.
For ditto in Southern Concan, &c., for Penn, Nagotna, Mhar, Khed, Dapoolee, and Ratnaghery	6 A.M.	.....	5 P.M. of previous day.

Registered letters and banghy parcels for despatch by all mails will be received, except on Sundays, from 10 A.M. to 4 P.M.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS TWO RUPEES, THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BIRTHS.

POLLOCK—January 17th, at Oraie, Jhansi Division, the wife of A R Pollock, C S, of a son.
WRIGHT—December 15th, at Blyth, Northumberland, England, the wife of James A Wright, Esq. Executive Engineer, of a son.

DEATH.

M'BRYAN—January 16th, at Meerut, Captain John M'Bryan, of the 15th King's Hussars—aged 35 years.

All MONEY ORDERS, CHEQUES, and other Remittances, sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

The Bombay Gazette.

SATURDAY, JANUARY 23, 1875.

THE statement made by a contemporary is, we believe, correct, that the Commission which is to meet at Baroda next month will not be empowered to pronounce sentence on Mulharrao if that prince be found guilty of the crime of which he is accused. The members of the Court of Inquiry will be, as it were, merely a jury to give their finding on certain issues : the decision will be passed by the Government of India. We know that the Government only made up its mind what course to take in dealing with the Gackwar after prolonged and anxious deliberation; and its resolution not to let the Court fix the Maharaja's doom may be meant either to satisfy the scruples of the legal adviser of the Government, Mr. Hobhouse, or to prevent native princes generally from being frightened at the creation of a British tribunal to try a sovereign prince. But a Court which is competent to try a man must surely be competent to punish him on conviction ; and it is far from likely that the reservation to the Viceroy in Council of the right to sentence a criminal of sovereign rank will disguise from native princes the reality of the formidable claim to control their conduct now set up by the British Government. It seems a pity, too, that the moral effect of the trial should be to a great extent lost through the unwillingness of the Viceroy in Council to wound the pride of native princes. Sentence passed in open Court on a Maharaja found guilty of having attempted to murder a representative of Queen Victoria would make a profound impression on the people of this country, and would effectually prevent the repetition of such a crime. But, when the Government takes upon itself the office of judge, political considerations must come into play ; and the chances are that the criminal will escape a deserved fate, and be left to employ in retirement for many years to come his abilities for intrigue in plotting the ruin of his preservers. Let us hope, that, at all events, the verdict of the Court will be publicly announced at the conclusion of the trial, or the value of this great and solemn act of State will be absolutely destroyed.

THE Vice-Chancellor's speech in Convocation was listened to last Tuesday with the attention of expectancy, not only because it was felt to be incumbent on him to notice the present wide dissatisfaction with the Matriculation Examination, and, if possible, to establish confidence in its future results, but also because it was thought that, after the recent public discussion of University reform generally, he would have something valuable to contribute on the subject. On the latter topic, however, the Vice-Chancellor was silent, from the conviction possibly that the question was too wide for adequate discussion before a mixed and mostly unappreciative audience. Regarding the Matriculation Examination, to which the address was chiefly devoted, he was of opinion that the number of candidates who passed last December was proportionately very small, because the bulk of those who were presented were very imperfectly prepared. The examiners, who had been unfairly attacked in the press, were painstaking and conscientious, and if a candidate was fit to pass he would, and if he was not he would not. The rawness of candidates was in a great measure owing to their eagerness to get into the public service, to which passing the Matriculation Examination had for the last three years been made a condition of entrance. Still, as the number of passed candidates not going on to College has begun to increase from 20 to more than 40 per cent., the December massacre should, in future, be avoided by establishing a middle-class examination for the "mass of the rising generation," who in the opinion of "one of the greatest benefactors to educational establishments" are destroying their bodies to strengthen their minds, and whose sons at the present rate will have neither bodies nor minds either to strengthen or destroy. And to further prevent this catastrophe, Bapu Krishna and Ahmed and Naoroji must be made to take gymnastic exercise after the manner of the Chiefs of the Rajkoomar College. Now with certain qualifications we can take no possible objections to these propositions. We believe with fervour that the bulk of last year's candidates were raw, the examiners painstaking and conscientious, and the matriculates proportionally very few. The difficulty we feel in the matter is, that these general statements have not, as far as we know, been seriously canvassed. As we pointed out the other day, the leading schools complain, not so much of the small total number passed, as of the examiners' discrimination of many of the candidates being strikingly at variance with that of the head masters of schools in which numerous and gross mistakes as to the relative merits of boys are impossible ; and this the Vice-Chancellor's speech unfortunately does not touch.

As to the unfair newspaper attacks on the examiners, we can give no opinion, as we have not seen them. We ourselves stated, indeed, the other day, that some of the examiners were, from their inexperience of native school education, ignorant of what an Indian student writing in a foreign language may fairly be considered to know, and we must adhere to that statement. But we will go further. The excellent system of giving each matriculation examiner a colleague has, we understand, become a complete sham. The object of the system, of course, was to secure for every candidate's answers the scrutiny of both examiners in turn, so that there might be no mistakes of any kind in the marking, and the Syndicate's instructions still say that examiners will be held jointly responsible for their results. But that regulation is now a dead letter, and for this reason—the University has of late years cut down examiners' fees by more than one-half, and remunerates these gentlemen only for the answers they look over and mark, and not for revising their colleagues' work. Most of the examiners, therefore, do *not* revise each other's work ; and the consequence is that in some subjects the candidates' answers are so divided that neither of the examiners ever sees an answer paper as a whole. It is obvious, then, that an inexperienced examiner is pretty well left to himself in the matter of marking, and that in any case all duality of responsibility is at end. With these facts before us, together with the complaints of examiners that they have not sufficient time allowed for looking over the papers, we have no hesitation in saying that the Matriculation Examination is conducted in a very unsatisfactory manner, and that, until its results are arrived at less precariously, public confidence will not be restored.

We heartily agree with the Vice-Chancellor in thinking that the Matriculation test is too severe for the "mass of the rising generation, who are being educated at too high a pressure." A separate middle-class examination should, as he suggests, be created for them ; but as the question has been pressed again and again on the University to no purpose, it is to be hoped that the Vice-Chancellor himself intends to speedily revive the last debate on the subject, which, we are told, came to the ignominious end a year ago of being neither adjourned nor concluded.

The Vice-Chancellor's remarks on the neglect of physical education in schools have somewhat puzzled us. Without going as far as Kattyawar for a point to his moral, we should have thought that inquiry nearer at hand would have elicited the information that in Bombay, as well as in parts of the Mofussil, gymnastics and cricket have become very popular. From the accounts of the school matches which we have published occasionally, we should infer that the young Kattyawar Chiefs would stand no chance whatever against such teams as Bombay schools could bring into the field or the gymnasium.

His concluding appeal to native graduates was a word spoken in season. There can be no question that graduates, after screwing themselves, so to speak, to the pitch of the examination, run down again with amazing rapidity. If holding up before them the bright example of Bhau Daji be sufficient to stir their blood and teach them to rise "by stepping-stones of their dead selves to higher things," they should by this time be in a state of considerable intellectual ferment, for that operation has been a favourite oratorical exercise of late in Bombay. We are afraid, however, that the true remedy for the evil will be found in a revision of the University curriculum, which is the chief cause of the mental strain that leads to the reaction complained of ; while the practical suggestion which we made the other day of establishing a Convocation of Bombay graduates in connexion with the University will do more real good to those who have already passed through their College course than a thousand self-help arguments deduced from the biographies of great men.

THE following paragraph, which we quote from the *Pall M

SPECIAL TELEGRAMS FOR THE BOMBAY GAZETTE.

YARKAND.—THE INDIAN POST OFFICE.

CALCUTTA, 22ND JANUARY.

THE Yarkand ethnological collection will be forwarded to the Kensington Museum.

It is stated that Mr. Monteath, the Director-General of Post Offices, has obtained an extension of leave to enable him to extend the elaborate system of money orders and parcel post, and, perhaps, to lay the foundation of the system of State life insurance.

The Opera expenses for the half season are Rs. 66,800, receipts Rs. 48,873.

The weather has become considerably colder.

THE CENTRAL PROVINCES.

ALLAHABAD, 22ND JANUARY.

Mr. Low, Commissioner of the Hoshungabad Division, is obliged to take immediate sick leave. Colonel Dennys, Deputy Commissioner of Hoshungabad, succeeds, Captain Hogg taking the place of the latter.

THE MAHARAJA OF TRAVANCORE AT COCHIN EN ROUTE TO CALCUTTA.

COCHIN, 22ND JANUARY.

Contrary to expectation, the Maharaja of Travancore, with his Dewan and a large retinue, left Trevandrum on the 18th, and arrived at Cochin to day.

He was received enthusiastically at Cochin, a large number of boats with music having been sent to accompany him into the Cochin territory; and, on landing, a salute of 21 guns was fired. At the landing place the Elliah Rajah and the Cochin Dewan received his Highness, and at the palace the Rajah of Cochin gave him a hearty welcome. After breakfast, in which both the sovereigns and the Cochin princes joined, the Travancore Maharaja left for Madras and Calcutta via Shoranore.

[REUTER'S TELEGRAMS.]

LONDON, 21ST JANUARY, AFT.

The Liverpool Cotton Market closed quiet. Shipment's 1/16 to ⅛ lower.

The London Cotton Market has been quieter.

Fair Dhollera, 5¼d.

Exchange on India ..... 1s. 10⅛d.

4 per cent. Rupee Paper 94

4½ do. do. 95

5½ do. do. 100⅛

3 per cent. Consols for account..... 92⅞

5 do. French Rente 1872 100

Bar Silver 57½

The Bank of England Returns for the week ending yesterday show the following results:—

Reserve of notes	£19,625,000.	Inc. £375,000.
Bills discounted	£15,375,000.	Inc. £125,000.
Bullion	£22,500,000.	Inc. £250,000.

Departure for Bombay via Suez Canal—Alton and Vindomora.

THE Council of His Excellency the Governor of Bombay will meet in the Council Hall, Secretariat, on Thursday next at midday.

THE Lahore paper of the 19th says:—Sir William Merewether, the Commissioner in Sind, leaves for his Province this afternoon. The conference which was originally proposed between the Lieutenant-Governor of the N. W. and himself, could not, we believe, just at present be conveniently arranged.

SIR RICHARD COUCH, who has been appointed to preside over the Baroda Trial, will, it is said, leave Calcutta on the 10th proximo. This, it is thought, will be Sir Richard's last act in this country, and after its conclusion, it is expected that he will leave for England and finally retire from the Service.

It is with regret, which no doubt will be shared by many of our readers, that we have to notice the death of Madame Berger DePlace, whose name will still be familiar here. With her husband, she made her first appearance in Batavia on the evening of the 21st of December. The next day Madame DePlace was attacked with cholera, and died on the morning of the 23rd. It was the intention of Madame de Place and her husband, we understand, to have returned to India for another season.

A CORRESPONDENT, writing to us from Lahore on the 18th inst., says:—General Sir Charles Staveley, who, while here, has been the guest of Mr. Leslie C. Probyn, C. S., Accountant-General of the Punjab, left for Mooltan by the 5-25 ordinary train this evening. He was attended to the station by Capt. Nisbet, Deputy Commissioner, Mr. Probyn, and other officers, and a guard of honour of sixty men of the 1st Punjab Rifle Volunteers, with their band, was drawn up on the platform.

THE Political Agent of Mahi Kanta has submitted a report from the Assistant in charge of the Edur State on the traffic at the Samlajee Fair, which was held between the 21st November and 5th December in the past year, from which it appears, that the results were not so satisfactory as those of the year preceding. The sales showed a decrease of Rs. 65,143, and this is more to be wondered at from the fact that the Fair was not interfered with by the Ramzan festival, as had been the case with the three previous Fairs. Three cases of dacoity are reported to have occurred, and His Excellency the Governor in Council calls the attention of the Political Agent to the fact for his serious consideration.

WE have received a small publication entitled "An Introduction to the Geography of the World," issued by Messrs. Higginbotham and Co. of Madras, Publishers. This firm is well known for the excellence of anything emanating from their establishment, and the production under notice, as a specimen of printing in a cheap form, could not be easily surpassed. The author, Mr. George Duncan, in a brief preface, sets forth the object of the work as being to assist pupils in the lower classes of the Anglo-vernacular schools of this country. He further says:—"Geography is too generally considered a dry uninteresting subject of the school course, when of all subjects it ought to be felt so interesting that the time spent in its study should be welcomed as a pleasant relief to severer work. Every child likes to be told about other countries, and to make little discoveries for itself; and perhaps no children have greater curiosity than those of this country. But Geography, to please, and therefore to instruct, must not be made (as it too often is) a mere string of unfamiliar names conveying no ideas and only enlivened at the best by being pointed out on a map."

THERE are, says the *Pall Mall Gazette*, some valuable remarks on the present condition of the Indian Staff Corps in the *Times* from its Calcutta correspondent, which we do not repeat only because our readers have been already made aware of the gross abuse of military rank and high pensions which has resulted from the system. It is quite plain, now that public attention is thoroughly called to the subject, that some reform must soon be undertaken. What is newer in the letter is the pointing out that Lord Napier's honest desire to keep promotion regimental—in other words, though the writer does not notice this, to give up his own large power of selection from the general list—has had the extraordinary result of giving some regiments to captains, while in others there are three or four field officers. This anomaly is the direct result of attempting to promote within cadres of six or seven officers—a plan which must, of course, give extraordinary chances to some few fortunate officers at the expense of others. But this evil has been long since anticipated, and the proper remedy suggested for it—this being the increasing these small regimental lists by combining the promotion of four or six cadres into one—in the same work (Colonel George Chesney's "Indian Polity") which first drew attention to those other weaknesses of the Staff Corps which the *Times* is now helping to make known.

THE traveller, between Peshawur and Mooltan, says the Lahore paper cannot fail to be struck on crossing the Chenab at the splendid piece of engineering which strikes the eye on the up-stream side of the bridge of boats. We allude to the railway viaduct which is thrown across from the Wuzeerabad bank of the Chenab to the Kutala one. This bridge is, we understand, considerably more than a mile in length, and, moreover, the longest bridge in the world. The greater part of the masonry work of this bridge is finished, and before the rains, it is hoped, the whole of the piers will have been erected. The unfortunate accident, which resulted in three piers being carried away, which occurred last year, has impeded the work, of course, a good deal; but the new piers, the sinking of which commenced this year, have been progressing very satisfactorily. More than half the girders are in position, and if the material only comes out from England, quick enough, we see no reason (unless indeed the Government change their plans) why the work should not be finished by next autumn. The work appears magnificent, and timely precautions have been taken to prevent undue scouring, large quantities of brick work cubes being deposited round the base of each pier. When the great Chenab bridge is finished, it will do great credit to Mr. Lambert and the talented staff under him who have been employed upon it, and to whom it has been a source of incessant watching and anxiety ever since it was commenced.

THE *Cologne Gazette* states that the Shah's visit to Europe has occasioned many alterations in the external appearance of the upper and middle classes in Persia. Shoes are worn, the baggy trousers are reduced, the chin is shaven—an innovation obnoxious to the orthodox Mahomedans—the cap is not so high, and the whole dress is a mixture of Armenian and European fashions. But chairs are not adopted; they are used only for European visitors, while the natives fold their legs on the cushion or footstool. In religious matters the old fanaticism is less frequently displayed, and the missionaries enjoy great liberty. The numerous Armenian Christians are conscious of the protection of the Russian Ambassador, and their influence is materially increased by many of the foreign residents marrying their daughters, as European wives often go to Europe, and are a burden rather than a comfort to their husbands, while the Armenian women are not inferior in looks to their English sisters. The old abuses in the Government still exist. The Army is a real plague spot. Only day labourers and the poor are enrolled, the rich purchasing exemption by presents to the officers. Three marks a month are punctually paid to the men, but all allowance for clothes is curtailed; so that the soldier in order to live is driven to plunder, in which he only too gladly indulges in the most brutal fashion. The tendency to dishonesty is an ineradicable element of the national character, and is only repressed in Teheran under the immediate eye of the Shah. There alone the lower classes breathe freely, for they do not suffer from the general tyranny of officials of all grades, and the soldiers dare not invade the houses and fields and take what they please without payment. The famine of 1872 has inflicted serious wounds on the country. The English arbitrators who traversed Seistan during the time of the greatest distress to settle the boundaries of Persia passed days without seeing a child or hearing a song. They estimated the mortality at 1,500,000, more than a quarter of the population. The railway projected by Baron Reuter is at a standstill. It is hoped that an equivalent will be found for it, as the Shah is very anxious for improved communications, and recently ordered a survey for a horse railway from Teheran to Schah Abdul Azim, while he has summoned Post Office officials from Austria to organize a Postal Service.

THE *Pall Mall Gazette*:—The affairs of the State of Baroda have for some time attracted an extra ordinary degree of attention, and abounded in strange vicissitudes. The severe rebuke, couched in terms of warning and menace, which was administered by the Viceroy to the Government of the Gackwar, was followed by the controversy respecting the legitimacy of the Prince's son by Laxmeebace, in which the British Resident, Colonel Phayre, opposed himself with much acerbity to the wishes of the Court. Then came the attempt to take away Colonel Phayre's life; and now the circle of surprises is complete, for the Supreme Government has withdrawn Colonel Phayre from the Residency at Baroda, and has appointed in his place an officer of higher rank than those who usually accept such positions. The new Resident, whose appointment, however, is announced to be merely provisional, is Sir Lewis Pelly, lately Agent to the Governor-General of Rajpootana. Of the capacity of Sir Lewis Pelly, there can be no question. But the appointment cannot fail to suggest two subjects of uneasiness. The fact that Sir Lewis Pelly, who was quitting his post at Rajpootana on furlough, has been asked to remain in India to take charge of British interests in Gujerat, shows that the Supreme Government is not altogether at its ease and regard to the recent movements among the Mahratta States. But, further, what does Colonel Phayre's supersession signify? Some months ago, when the Viceroy's warning to the Gackwar was published, it was plain that Colonel Phayre's policy at Baroda had obtained Lord Northbrook's full approval, for it was distinctly stated that the Resident was implicitly trusted by the Supreme Government, and the Gackwar was recommended to rely upon him. Since then the opposition that has arisen upon more than one point between the Residency and the Court of Baroda has led Lord Northbrook, it is supposed, to distrust the soundness of Colonel Phayre's views. The Resident's hostility to the Gackwar's reforming Ministry, and his attempt to procure the repudiation of the Gackwar's child, may have been ill advised. But it seems at least unwise without the gravest reasons to give a native court the occasion of celebrating an open triumph over the dismissal of an English officer. The Bombay papers report that the Gackwar gave a feast to three thousand Brahmins in celebration of his deliverance from Colonel Phayre's authority, and gladdened the hearts of the Baroda populace with a profuse largess of sweetmeats. The Indian people are quick to interpret any signs of weakness on the part of their rulers, and the propagation of the idea that our star is waning would just now be very dangerous.

THE Russian *St Petersburg Gazette*, in an article on the despatches read at the Arnim trial, strongly condemns the policy of Prince Bismarck towards France. "There are," it says, "two systems of life which are applicable to individuals, as well as to States. One is to let people alone and mind your own business; the other is to crush everybody that comes in your path. The first is the leading principle of ordinary social morals; the second system is secretly pursued by all who wish to live at the expense of their neighbours, and also by some diplomatists of the old school. How far it is conformable with morality is shown by the practical significance of the efforts of Prince Bismarck to maintain France in a state of exhaustion. He wishes, in fact, that constant political disturbances should render it impossible for France to develop her trade and to promote education, that her workmen should never be satisfied, that her capitalists should not obtain a sufficient profit on their capital, that the majority of her population should not have the means of giving their children a good education, and that the energy of the nation should never be roused out of its slumber. . . . But this system does not concern France alone. It is evident that the great diplomatist does not trust in the sincerity of his foreign colleagues, that he wishes other States to be powerless as well as France, and that he is doing all he can by diplomatic means to prevent any addition to their strength. The publication of the despatches read at the Arnim trial shows that he feels quite secure of the success of his policy, and that he does not care if the other Powers do not trust him. . . . We venture to think that he has gone too far. The Governments of the States whose diplomatic system is more in accordance with the code of ordinary human morals will, in view of the frankness of the German Minister, either have to accept his system—which, being one of mutual defiance, would be very unsatisfactory to their subjects—or openly to unite their forces against their dangerous neighbour, not in order to attack him but to prevent bloodshed. The necessity of an international tribunal is thus again shown. . . . But the modest steps made in this direction by the Brussels Conference have unfortunately been received in Europe with much coldness. It is now easy to understand why Germany showed such indifference to the Russian proposals. But, in order to induce Germany not to hold aloof from such deliberations in future, England must be persuaded to look upon them with favour. France is quite ready to accept them; and the accession of the other States is of minor importance. Russia and England must naturally stand at the head of every great international undertaking. We might win the sympathies of England, if we can dissipate her ever anxious dreams about Russian perfidy. We must prove that Russia's policy is based on principles which do not prevent her from allowing others to promote their interests as well as herself."

VICEREGAL LEGISLATIVE COUNCIL.

(FROM OUR OWN CORRESPONDENT.)

CALCUTTA, 19TH JANUARY.

THE Council assembled yesterday morning at Government House at the usual hour. There were present His Excellency the Viceroy, presiding, the Hon. Mr. Hobhouse, Major-General the Hon. Sir H. Norman, the Hon. Mr. Inglis, the Hon. Sir Douglas Forsyth, the Hon. Mr. Bullen Smith, the Hon. Mr. Ellis, the Hon. Mr. Dalyell, the Hon. Sir Wm. Muir, the Hon. Mr. Bayley, and the Hon. Mr. Sutherland.

Mr. Hobhouse moved that the reports of the Select Committee on the Bill to regulate distresses for rents be taken into consideration. He explained the nature of the Committee's second report on the Bill, and gave the Council a brief summary of the alterations which it was proposed to effect in the present law. With these and some further observations on the minor sections of the Bill, he submitted the report to the consideration of the Council and moved that the Bill, as amended, be passed.

The motion was put and agreed to.

Mr. Hobhouse next moved that the report of the Select Committee on the Bill to diminish the multitude and improve the quality of law reports and to extend the area of their authority, be taken into consideration. He said, that, as was now some months since this matter was before the Council, and it was probably necessary that he should remind them of what had taken place before, and recapitulate very briefly the scope and objects of the measure. This was the more necessary because the papers sent in to the Select Committee raised controversies akin to those which had been raised at the Council table—controversies which, as he had shown, were not warranted by anything in the Bill, which were not relevent to the subject of the Bill, but were relevent only to a plan entertained by the Executive Government. In explaining what the Council were asked to do, he stated that this Bill was only a minute portion of a larger plan which was contemplated by Government for taking under its own supervision the issue of law reports. He explained what was the function of a law report and showed how it passed into and became part of the general law of the land; that therefore it was necessary to exercise judgment in the selection of cases to be reported and to issue them with some stamp of authenticity in order that only that which was accurate and useful might form a necessary part of a lawyer's library, but that in this country the matter had been left to private speculation, and the Government had only given some pecuniary assistance; that consequently the interest of the public, which was to have good reports of only useful decisions, had been entirely subordinated to the private interest of individuals, which was to get the highest price with the smallest amount of trouble and expense to themselves, and that, owing to the circumstance that all reports were received as of equal quality, one man's publications must be purchased as well as another's, and the consequence was that we had reports both expensive and to a great extent useless. Such was the result of combining the two prevailing principles. One meant that the subject of law reporting was a fit subject for free trade and for private speculation, and the other meant that all the reports were to be received as a binding authority from whatever source they might come. All this Mr. Hobhouse had explained in considerable detail by reference to various kinds of evidence, and he stated that the Government would attempt to apply a remedy by taking the reports of the High Court decisions under their supervision. If that work was done, and done efficiently, we should at least have a set of reports bearing on them some stamp of authority, and published by those who might be trusted not to allow commercial interests to outweigh the interest of the public. Such a scheme as that did not require any legislation and he (Mr. Hobhouse) stated that there were only two points over which the authority of this Council was imposed; that on one of these points, he need not say, it was not lately necessary to preserve that authority. The last point that he had mentioned was embodied in Sec. 3 of our Bill, which he would read to the Council. The section ran thus:—

"No court shall be bound to hear cited, or shall receive or treat as an authority binding on it, the report of any case decided by any of the said High Courts on or after the said day, other than a report published under the authority of the Governor-General in Council."

Now that was what the courts might do for themselves if they were so minded. It was what the High Court of Bombay, who objected to this measure, told us was the right principle to apply as between properly and badly conducted publications, for instance as between such publications as the Bengal law reports. It was what they told us they were prepared themselves to carry out as between those two publications, if only the Calcutta High Court would lead the way. Such things, Mr. Hobhouse went on to say, had often been said before, and judges had been found who had actually tried to set the experiment, but they had never succeeded, owing to a want of sufficient unanimity in the attempt, and he saw no reason why there should be any more success now if we left each court or each judge to act at his own discretion. This provision, therefore, might strengthen the hands of those who desired to have good reports, and only good reports, to guide them. If we succeeded in supplying good reports we might also succeed in getting those authorised reports received as the only authority on and exponents of judicial law. He believed that we might easily fail in the undertaking; if the bench or the bar should receive the scheme in a hostile spirit, we should fail, but the attempt was worth making, and he would ask the Council to pass this provision as containing a principle which was admitted even by opponents to be a sound one, and as giving some aid to those who desired to improve the present condition of affairs.

The other object for which the action of the Council was asked was not mixed up with any particular system of reporting; for in Mr. Hobhouse's judgment at least it was desirable on its own account, independently of any particular system of reporting or with any system of law. A power proposed to enlarge the geographical area over which the binding authority of the decision extended at the present time. Take, for instance, the High Court of Madras; that Court might base their interpretation of a general law, say, for instance, on the Bombay law, and that interpretation would have no binding authority out of its own province, so that the Bengal magistrate might disregard it or might know nothing whatever about it, and, *vice versa*, the Madras magistrate was a stranger to a Bengal decision. The reasons for the existence of things were to be found in the lapse of the country.

The various presidencies were originally very loosely connected with one another, and when Crown courts were established for them the law which they administered in common was confined to the presidency towns. Things were very different now. All parts of British India were now bound more closely together. They were subjected to one central authority, executive and legislative, and great codes of law had been passed for the whole of the community. At the present time, therefore, it seemed essential to suggest to Mr. Hobhouse that when a valuable interpretation was placed by one of the superior courts upon that general law the whole of the community should not have the benefit of it. Mr. Hobhouse illustrated his remarks by mentioning a case which had occurred since he came to India, and which first drew attention to this anomaly, and proceeded to say that what was wanted was that a decision delivered so in Madras should be brought home to the subordinate magistrates in other parts of the country. As the practice at present stood, that was impossible. Mr. Hobhouse would appeal to all to say whether it was not an inconvenience, nay even an absurd, thing that a valuable interpretation of law placed by such a court as the Madras High Court on such a statute as the Penal Code—a statute affecting the whole of British India and ruling the common action of the people should not carry authority with it throughout the province of Madras and should lose that authority the moment it touched the border. Was it not clear that the whole of British India up to have the benefit of a decision upon a law passed by the Council of the whole of British India? Surely the authority of a decision should be co-extensive with the law, and the decision should carry with it, wherever it was known, as much authority as its own intrinsic merits and the degree of its harmony with the decisions of other courts deserved to. This was one of the objects which was aimed at by section 2 of the Bill, which he would read to the Council. The section ran thus:—"Every judgment delivered on or after such day by any of the said High Courts (whether by a judge sitting alone, or by a division court, or by a full bench) and reported in the said Indian Authorized Law Reports, shall have the same authority in all subordinate courts beyond the limits of the appellate jurisdiction of such High Court as independently of this Act it would have within such limits." Mr. Hobhouse was not sure whether an object like that required legislation, and I was not certain that in a strict legal sense that it did. He supposed that it was common for our courts to rule that they would receive one another's decisions as binding authorities, and if that was done for a long course of time it would take its position as the written law of the country just as was now the case with the decisions of a superior court. Mr. Hobhouse went on to say that the principal objection to the proposal under consideration was indicated by Mr. Dalyel when the Bill was introduced. Mr. Hobhouse gave an answer to it then, but as the objection had appeared again he would now repeat his answer in somewhat more detail. Mr. Hobhouse then went on at some length to disprove Mr Dalyel's objection that the Bill provided no machinery to prevent contradictory rulings. It did not seem to him possible, even if it were desirable, to prevent such a result, nor would it be desirable, if it were possible. It was quite true that the present scheme would not prevent contradictory rulings, and he thought it was also true that if the decisions in one presidency were cited as binding authorities in another, the contradictions between the courts would be brought to a decisive issue more quickly than before, but that he considered to be one of the good qualities of the proposed alteration. After describing the effect of the present system of reporting, Mr Hobhouse proceeded to say that there was another class of objections to the present measure, which, if he understood them rightly, were somewhat surprising. We were told that there were various schools of law in India, and that there were various customs prevailing in different parts of the country, and it was said to be a dangerous thing if a decision given with reference to one school of law was to be cited as binding authority and applied to another school of law and customs. No doubt it would be a dangerous thing, but Mr. Hobhouse could not see how this Bill either created or increased that danger. Why should anybody suppose that a decision about Hindoos would be applied to Mahomedans, or a decision about Bengal customs would be applied to Bombay customs? Local and personal laws were divided according to the local area of a High Court's jurisdiction. The Bengal High Court, for instance, had under its jurisdiction Mahomedans, Hindoos, and various schools of law, and in each case it decided according to the law and equity of the case; yet Mr Hobhouse had never heard of any confusion arising because an authority in the Calcutta High Court was binding throughout the whole of Bengal. Why should there be any confusion when we propose to give it the same authority and quality in Bombay? After some further remarks of a similar tenor Mr. Hobhouse proceeded to deal with the objections of the Government of Madras and Bombay and Madras High Court to the measure. The Madras High Court urged two objections, namely (1) that for certain specified reasons the scheme would fail; (2) that the scheme would not fail—not only would not fail but that it would be so terribly efficacious that no other person might open his mouth and that the Government would be the sole mouth-piece of judicial law. That objection was endorsed by a justice of the Madras High Court and the Madras Government. The High Court of Bombay dealt with the subject rather more fully. They agreed that it was desirable to diminish the quantity and improve the quality of law reports published over British India, but while perfectly satisfied of the excellent intentions and single-mindedness of the Government of India, they thought the proposed legislation unnecessary, objectionable in practice, and unprecedented. They believed that the publication of the law reports should manifestly be placed under the control and superintendence of the Courts and not of the Government, and that the nomination and dismissal of reporters should rest with the Chief Justice. Mr. Hobhouse went on to remark that there was a great deal in the sentiments—particularly of the Bombay High Court—with which he agreed, but he did not see how they constituted any objection to the Government scheme. He accepted the statement of the learned Judges of Bombay as to the sincerity of our motives for what it was worth, but then what did it all mean. Spotless as we were what was to be inferred from our action? It must either mean nothing at all or else that we were going to do something very wrong; that in spite of all our purity and good sense we shall fail, we shall commit frauds, we shall try to palm off our base coin as true issue. If he (Mr. Hobhouse) were inclined, he should be disposed to complain of his good friends of Madras and Bombay that they had dealt with him rather harshly, because they first acknowledged the scheme was a desirable one and then refused to credit us with as much common sense or ordinary worldly wisdom as would suffice to conduct the retail business of a haberdasher. Mr. Hobhouse then proceeded to describe the process that we should have to undergo, "supposing that instead of being spotless we were as Ethiopians, and that we entertained designs of advancing our own interests whether right or wrong," and proceeded to deal with the only alternative plan offered by those who objected to the present scheme. The Council would remember that the Bombay High Court agreed in the desirability of improving the quality and diminishing the quantity of the law reports. What they objected to was our method, and they said that the Court itself should be the supervisor of the law reports. As to the power of the learned Judges of Bombay in this respect Mr. Hobhouse was rather sceptical. He remembered the Bombay High Court applying a little while ago for an additional judge because there were such arrears of business and that application was successful. He did not know whether there were any present arrears of business, but looking to their letter which concluded with an apology for the delay in replying to His Excellency the Viceroy's communication on the Bill on the ground that "the pressure of our ordinary business is such that we have much difficulty in finding time to write upon new projects of legislation," and he concluded that any additional labour thrown upon them would give rise to much inconvenience and derangement of the ordinary transaction of business. The Bombay letter, however, was a very full and even one, and in Mr. Hobhouse's opinion must have cost much labour and thought, but he did not think it was anything more laborious than revising reports.

He could not help, therefore, being doubtful in the matter; at the same time if the learned judges would be so good as to give their attention to the matter and did not find that the pressure of work was too great he would say most emphatically that the business would be done better than it could otherwise possibly be done. He would also say that their assistance would be most cordially welcome. After a few more remarks Mr. Hobhouse concluded by saying that he could not see any grounds whatever for the suspicion and dislike with which the measure was received in some quarters.

On the motion being put, Mr. Dalyell, in a speech of some length, urged several objections to the Bill in its present form, and questioned the desirability of the law reports being either interfered with or controlled by Government. He concluded his remarks by asking for the postponement of the passing of the Bill to the next meeting of the Council, as he believed that further communications were likely to be received on the subject from Bombay, the North Western Provinces and also from His Honor the Lieutenant-Governor of Bengal, who was not in his place to-day to express in words the objections taken to the Bill in the letter on the subject which had been sent in by the Bengal Government.

His Excellency the President observed that the Bill, up to the present, had only reached a certain stage, namely, the proposed consideration of the committee's report upon it. And that probably Mr. Hobhouse would not object to leave the next stage of the Bill to a future meeting of the Council.

Mr. Bayley strongly supported the Bill.

Mr. Hobhouse then replied briefly to Mr. Dalyell's objections when the motion that the committee's report be taken into consideration was put and carried.

On the motion that the Bill be passed, being put by His Excellency the president, Mr. Hobhouse referring to Mr. Dalyell's observations, objected to any delay in proceeding with the Bill. He was sure that Sir Richard Temple was not in his place, but so far as he (Mr. Hobhouse) was aware of Sir Richard Temple's opinions, they were not opposed to the measure. Had Sir Richard Temple wished to be present at the Council to state his objections, he would have informed Mr. Hobhouse of the fact. He (Sir Richard Temple) had expressed his wishes with regard to another Bill, namely, the Civil Appeals Bill—which otherwise would have been brought before the Council before now. He had not said one word about the Law Reports Bill, and, therefore, Mr. Hobhouse declined to accept Mr. Dalyell's motion to postpone the passing of it. Those matters Mr. Hobhouse explained were not got through without a great deal of labour, and as the labour fell chiefly upon him (Mr. Hobhouse) he thought that there should some material reason adduced before any motion to delay the Bill was concurred in.

The question was then put that the Bill be passed, when,

Mr. Dalyell remarked that he believed that some of the Judges of the North Western Provinces were strongly opposed to the Bill, and that the Government of the North-Western Provinces had as yet made no representations upon the subject.

Mr. Bayley was understood to explain that any objections of this nature would have been made not to the Bill, but to the rules framed in connection with it, which rules might subsequently be altered should necessity require it.

His Excellency the president remarked that the general feeling of the Council always was that if a member wished any particular section postponed for a short time, in order to allow sufficient opportunity for discussing its details, such postponement should be agreed to. At the same time, we must all feel that the manner in which business had to be transacted by Mr. Hobhouse, deserved every possible consideration. All would see it would be a very great convenience to him that the present Bill should be disposed of in order that his whole mind might be applied to the other Bill to which he had referred as standing for consideration at our next meeting. His Excellency should therefore be disinclined to suggest to Mr. Dalyell that if he did not desire to purpose any substantial amendment to the Bill it would be more convenient that it should be passed to-day.

Mr. Dalyell was understood to intimate that he had no substantial amendments to propose.

The motion was then put and the Bill was passed.

Mr. Hobhouse then presented the report of the Select Committee on the Bill for the further amendment of Act I of 1859 (for the Amendment of the Law relating to Merchant Seamen) and for other purposes.

Mr Ellis postponed his motion for leave to introduce a Bill to secure the repayment of a loan by Government of India to Sir Jamsetjee Jeejeebhoy, Baronet.

The Council then adjourned for a fortnight.

INDIAN EXTRACTS.

THE GOVERNMENT OF INDIA'S POLICY WITH RESPECT TO BARODA.

CONTEMPORARY OPINION.

(*Cochin Argus.*)

THE pr ediction of the *Bombay Gazette* that "justice will yet be done to the multitude who cry for it in the streets of Baroda" has come to pass. The Proclamation of the Viceroy announcing the deposition of the Gackwar, and the assumption of the Government of Baroda by the Government of India will be heard with joy throughout the length and breadth of that principality, and we hope soon to hear that the state has been formally annexed to the British dominions. Before Mr. Souter was telegraphed for from Calcutta, Mr. Scoble, the Advocate General, proceeded to Baroda and examined the principal witnesses, and his report left the Government no other alternative but to send for Mr. Souter, after whose arrival in Calcutta special secret councils were held, and the mass of evidence must have been overwhelming indeed to have caused the Viceroy to order the British troops to march into Baroda, and to issue the Proclamation deposing the "cock-eyed idiot," who rejoiced until lately in the title of "Gackwar of Baroda," Mulhar Rao is an instance of the first water. In 1857, he instigated the Kolies to rebel against the British Government, and had not the Resident, Sir Richmond Shakespear, put in a good word for him, he would have been blown away from a gun, as his associates were. The only thing now to be done is to pack off the Gackwar as fast as possible to the Andamans, and to annex Baroda. There are some who talk as if the Government would be guilty of an unpardonable breach of faith, in taking over the country and extending the Empire. These apologists for dissolute native rulers have nothing stronger to urge than that Her Majesty, in her proclamation of 1858, said:—"We desire no extension of our present territorial possessions and while we will permit no aggression upon our dominions or our rights to be attempted with impunity, we shall sanction no encroachment on those of others." We ask, with the *Bombay Gazette*, (a journal which has all along been persistent in its denunciation of the wickedness of the Gackwar and his courtiers,) does not the attempt of a native Prince to murder the Queen's representative at his Court constitute an encroachment on Her Majesty's rights, and so fall within the compass of the exceptions deliberately made to the general rule that there shall be no extension of the British Empire in India? What is the alternative to annexation? The attachment of the State of Baroda, with the view of placing it under British management for the next twenty years. But is it not wise, as well as the bolder policy, to annex a country at once, instead of husbanding its resources and protecting its people in order to hand them over at the end of twenty years to a prince who may turn out to be another Mulhar Rao? We have no right to try such experiments with the people. The Paramount Power is bound to remember that the converse of Sir Lewis Pelly's famous proposition is true, and that the people have rights as well as the Prince; otherwise a Paramount Power becomes the patron instead of the corrector of tyranny. It cannot be right to fatten the tyrants under British rule merely that they may be more acceptable victims when the time comes for sacrificing them to the caprice of their legitimate prince." Those who have any acquaintance with the way in which most of the provinces under native rule are governed cannot but wish for annexation—complete and permanent annexation.

BALIGANJ STEEPLECHASE MEETING.

SATURDAY, JANUARY 16, 1875.

STEWARDS: Lord Ulick Browne, C.S., J. J. J. Keswick, Esq., D. G. Landale, Esq., William Thomas, Esq., and C. M. Moore, Esq., Scales: Lord Ulick Browne, C.S., Judge: Lord Ulick Browne, C.S., Starter: D. G. Landale, Esq.

The steeplechase meeting at Tollyganj on Saturday proved as attractive as in former years, even two teams from Government House appearing on the scene, but there was a falling-off in the sport. The difficulty appears to be to find gentlemen-riders, but over such an easy course as that at Baliganj this should not prove a difficulty. So far as sport is concerned, the Dum Dum steeplechases were much better, and Dum-Dum possesses another great advantage in the spectators being able to see the whole of the racing from the stand, whereas at Baliganj the horses are out of sight for nearly half the distance, unless a spectator rushes from one side of the stand to the other. Only three came out for the first race, and Amber, who is a nasty brute to ride, was soon almost out of it, for he refused the small fence before the water-jump in the first round; and though Dignum crammed him over, and went on in pursuit, he ultimately came to grief at the ditches behind the jungle in the second round. It was a capital race all the way between Jovial and Brilliant, both horses taking their fences beautifully; but pace and condition were both in favour of Jovial, who won easily at the finish by about half a dozen lengths, very well ridden throughout by his owner, who was loudly cheered by his friends when he was declared all right at the scale. Four put in an appearance for the Suburban Cup, and Jolly boy, having somewhat the best of the weight was most fancied. But it was not "his day out" on this occasion as he was fractious at starting and refused the first fence, and though persevered with by his rider was never in it. Mephistopheles also came to grief somewhere up at the Calcutta end of the course. Old Countess and Bachelor kept well together all round, the former jumping beautifully, notwithstanding her weight. Bachelor put his foot in a hole up at the Calcutta turn, and nearly came to grief, but he was soon able to overhaul the old mare again, pace not being her forte, and he won easily by half a dozen lengths.

THE MERCHANTS' CUP.—Value Rs.1,000, presented by the mercantile community of Calcutta. A steeplechase over a course of about 3 miles selected by the Stewards. For all horses eligible under the B. S. Association rules. Weights as follows:—

		st.	lbs.
English	to carry	12	0
Colonials	,, ...	11	7
Capes	,, ...	11	0
Country-breds	,, ...	10	7
Arabs	,, ...	9	7

Winners of any race to carry 7lbs. extra. Riders other than members of the association, to carry 3lbs. extra. Horses landed since 1st July 1874 to receive an allowance of 6lbs. First nomination, 31st October, Rs. 10; 2nd nomination. 30th November, Rs. 20; 3rd and last nomination, 14th December, Rs. 30. Declarations to be made on 23rd December 1874.

Mr. Nosrodnek's b.w.g Jovial, 12st., Owner 1
Mr. Paterson's b.w.g. Brilliant 12st., Downe 2
Mr. Williams's br.w.g. Amber, 11st. 12lb., Dignum 3

THE SUBURBAN CUP.—Value Rs. 500, and a Cup value Rs. 200, for the second horse, presented by the Baliganj Steeplechase Association. A steeplechase open only to Association members, owners, riders, and horses resident for the month before the date of the race within 10 miles of Government House, Calcutta. Entrances, 10th November, Rs. 10; second and final, 14th December, Rs. 20.

		st.	lbs.
English	to carry	12	7
Walers	,, ...	12	0
Capes	,, ...	11	0
Country-breds	,, ...	11	0
Arabs	,, ...	10	0

Winners once or oftener to carry 4lbs. extra. No allowance will be made for lost landings, but any owner riding his own horse will be allowed 5lbs.

N.B.—No horse shall be allowed to start for this race that has been prepared on the Calcutta Race course, or has been in a training stable or in the hands of a professional at the place of conditioning during any portion of thirty days immediately preceding the day of the race.

COURSE.—A meeting consisting of the stewards, owners, and riders, who appear on the list of first entries, will to hold seven days after these entries close, and the majority of those present shall decide on the nature, size, and number of the jumps, and also on the length of the course.

Mr. Charlie's b.w.g. Bachelor, 12st., Capt. Wallace 1
Mr. Fairbridge's gr.w.m Countess, 11st., Mr S. K. Douglas ... 2
Mr. Charlie's b.m. Jolly boy, 11st., Owner 3
Mr. Hilldale's bl.w.g Mephistopheles, 12st., Mr. Nosrodnek... 0

—Englishman.

ASSENSOLE RACES,—1875.

R. C., 6 FURLONGS 217 YARDS.

Stewards: C. T. Buckland, Esq., C.S., J. Cockburn, Esq., C. H. Bonham, Esq., E. N. Grace, Esq., S. Pell, Esq., and Colonel Turnbull, with power to add to their number. Honorary Secretary and Ex-officio Steward: I. J. Whitty, Esq.

THIRD DAY, FRIDAY, JANUARY 15, 1875.

First Race.—"The Welter." For all horses. A sweep of Rs. 30 with Rs. 300 added. Weight for class raised 7lbs. Winner of one race during the meeting to carry 7lbs. extra; of two, 10lbs.; of three or more, 14lbs. Second horse to receive half entrance money. 1 mile.

Mr. Hart's br.m. *Sweep*, 11st. 4lbs., Mr. H. 1
Mr. Atkinson's ch.w.g. *Star of the South*, 11st. 4lbs., Mr. Savi 2
Messrs. Albert and Frank's b.w.g. *Piccadilly*, 11st. 4lbs., Mr. Frank 0

Won by ½ length. Time—2min. 58½ secs.

Second Race.—"The Combination." For all horses the property of Railway and Colliery employés. Entrance, Rs. 25, with Rs. 200 added. Weight for class. 1 mile.

Mr. Rennie's b.e.m. Barmaid, 11st. 4lbs., Mr. Frank 1
Mr. Eppenseine's b.w.g. Faugh-a-ballah, 10st. 6lbs., Mr. H. 2
Mr. Anderson's ch.w.g Speculation, 10st. 6lbs., Mr. Fryse 0

Won by ½ length. Time—1min. 57½ secs.

Third Race.—"Selling Stakes." For all horses. Entrance, Rs. 25, with Rs. 200 added. Weight for value. Rs. 500 to carry 11st; 7lbs. allowed or added for every Rs. 100 under or over

MERCHANT SHIPPING AND ANCIENT COMMERCE. *

This work is to consist of four volumes, the two first of which are already published. Large and bulky volumes they are; but we can promise our readers that there is nothing ponderous in them except the form. Mr Lindsay, with the assistance of his scholarly collaborators—Mr Vaux and Sir Patrick Colquhoun—in this first half-instalment of his book has treated of the history of maritime commerce and maritime architecture from the building of Noah's Ark to the construction of the new London and Liverpool docks. The story of the Royal Navy must necessarily be at times interwoven with that of our mercantile marine. In Mr. Lindsay's volumes it may be said to run side by side with it in parallel lines. This of course gives a wider and more picturesque interest to the book. The author is equally at home, and writes with equal knowledge and appreciation of his subject, whether he describes the peaceful trade of Tyre and Carthage, the discoveries of Cabot, Columbus, and Cook, the piracies of Drake and Hawkins, or the sea-fights which our forefathers, under those amphibious warriors Monk and Rubert, waged against the combined fleets of Holland and France. Not the least interesting chapter is devoted to the eventful history, little known or studied, of the East India Company's marine, a navy which, until the withdrawal of its charter in 1834, was by no means exclusively peaceful or commercial. Mr. Lindsay gives an imposing list of the actions, general and single-handed, fought by the Company's sailors against the Portuguese and French. So far back as in the year 1609 they began a series of Victories which resulted in the intimidation, and almost in the annihilation, of the King of Portugal's fleets in the Eastern seas. In 1705 the Company's ship Chambers and Canterbury engaged at night in the Straits of Malacca a French sixty-four and a frigate. The Canterbury was taken; but the Chambers gallantly renewed the action at daylight, and, having crippled her opponents, escaped. "To prevent," writes her stout-hearted captain in his log, "all thought among my men of surrendering ye ship and make ym desperate, I nailed the ensigne to the staff from head to foot, stapled and forecast the ensigne staff fast up. I resolved to part with ship and life together." The action which the Pigott fought at Bencoolen in 1794 with three French frigates, and scores of other engagements during our great war, show that the Company, whatever its faults and corruptions, had the knack of commanding loyal and vigorous service on the sea as well as on land. And no wonder, if, as the old song says, sailors "fight for gold." In these days, and in this country of parsimony, when a post-captain of moderate fortune is almost afraid to ask for a ship lest he should be crippled with the expenses of fitting her out, and when the owners of our great commercial fleets are ever ready to take a line out of the book of the Board of Admiralty, it is a tantalizing and regretful pleasure to read how lavishly—and there is thrift and wisdom in such profusion—Leadenhall-street rewarded the seamen who upheld and extended its empire. We may be told that this was a vicious system, and that money recklessly bestowed on the "lightly come, lightly go" principle was spent in direct violation of the laws of supply and demand. Possibly; and let us hope that we shall get as good service for our hundreds as our fathers thought it prudent to pay for withthousands.

But the scope of these two volumes includes, as we have said, far more than the history of our own imperial and colonial navies which we have hitherto been tempted to dwell upon. Of the extended commerce of Phœnicia and the wise policy of the Tyrian Government, which 2,600 years ago understood and put into practice the free-trade principles which even the most enlightened modern nations are so "slow of heart" to learn, Mr. Lindsay speaks with sober enthusiasm. But almost every chapter of his book shows that the author's sympathies are not confined by the "mercantile instinct," and from the absolute annihilation of every vestige of Tyre and Sidon, whose "merchants were as princes," and whose "traffickers the great men of the earth," he deduces the moral, which we think a mercantile nation like England should "war upon its frontlets" and "take to its soul," that "the most extended commerce, enjoyed by a purely trading people, cannot alone save them from eventual insignificance and oblivion." Carthage, the most famous and successful of Phœnicia's colonies, seems to have inherited the commercial wisdom of the mother country. "Her policy, as compared with that of contemporaneous nations, was as liberal as that of Great Britain now is in comparison with that of the United States." She never showed any lust of conquest; and it was only when the Greeks and Romans had by repeated acts of piracy and aggression goaded her into resistance that she set to work to form a navy which became one of the mightiest of the Old World. We remember that it was the fashion at the beginning of this century for French writers and politicians to call England "the modern Carthage." Chateaubriand in his "Etudes Historiques" draws a fanciful parallel between the two nations, France of course being Rome, mighty, invincible, and magnanimous; while England and Carthage are equally corrupt, venal, and mammon-worshipping. We have always failed to find the slightest foundation for this theory. Like the African colony, we are as jealous of our honour and tenacious of our rights as we are liberal and enterprising in our commerce, we need not fear the fatal omens which may be drawn from the comparison; and whether the cry "Delenda est" come from the other side of the Channel or the other side of the Atlantic, we can safely "go on never-minding."

The maritime commerce of the Jews, originated by David, and largely developed by his wise son and successor, has a picturesque chapter to itself, from which we extract a few lines showing the difficulties and dilatoriness of ancient trade. "'Every three years once came the ships of Tarshish, bringing gold and silver, ivory and apes, and peacock's,' a length of time which at first seems scarcely credible, yet is accounted for by the habits of those early mariners. The merchants of those days had no factors as consignees of their produce or home manufactures, with orders to have ready a cargo in return. They were therefore obliged to keep their ships as a floating warehouse until the exported cargo had been sold, and the produce of the country they were to take in exchange ready for shipment. Indeed, Herodotus states, what seems to have been a common custom, that when their stock of corn was exhausted the mariners landed at some convenient spot, sowed corn, and reaped the harvest, before proceeding with their voyage."

Egyptian shipping is next described. The quotation from Herodotus and the drawings from Champollion combine to present us with a very vivid picture of that ancient navigation, with its gorgeous pleasure barges, its neatly arranged cattle boats, its renowned Pharos, and Ptolemy's (Philopater's) gigantic vessel, and with its three thousand seamen and four thousand rowers. This big ship was launched by means of a Phœnician contrivance, which Mr. Lindsay thinks might have been usefully and economically adopted for the launching of the Great Eastern. It is clear that the ancients, however, never succeeded, probably they never attempted to do so, in building a sea-going ship as large as the leviathan constructed by Mr. Scott Russell. Some of the Egyptian river barges were of enormous size, fitted with colonnades and marble stairs and gardens; but these seem to have been rather floating summer villas, moored permanently in the Nile than ships in the ordinary sense of the word. Except Noah, no architect of ancient times appears to have designed a vessel at all approaching in bulk and tonnage the dimensions of a very moderate-sized modern vessel; and, though the proportions of the Ark correspond very nearly with those of the best sailing models of the present day, and would represent a registered measurement of only 18,989 tons, Mr. Lindsay inclines to the opinion that Noah's vessel was simply an enormous raft bearing on it a huge warehouse, roofed and "built to float on the waters." A great flood, the narrative in the Bible neither suggesting nor requiring any means of propulsion. So that, after all, the toymakers of Holland or Nuremburg, or whoever invented the traditional "pious plaything" with which even New England Puritans allowed their children to recreate themselves on the Sabbath seem to have "evolved out of their inner consciousness" a fair closer resemblance to the thing signified than half the commentators and architects who have written on the subject. There is a very interesting description of another biblical ship, that in which St. Paul made his celebrated voyage. To Mr. Smith, of Jordan Hill, who has been at the pains of working up the dead reckoning of the Castor and Pallux, and even to make a careful drawing of that vessel fighting against the storm, Mr. Lindsay and his readers are indebted for much curious information. Modern researches have tended to confirm the truth of many of the tales told by Herodotus which our fathers classed with the autobiography of Munchausen; but readers will be puzzled to reconcile his account of the size and number of the fleet of Xerxes with any probable gloss or interpretation, and must take refuge in the naive suggestion of Mr. Lindsay that "possibly Herodotus was misinformed."

The commerce of ancient China and that of India as developed by Alexander the Great are next described. The popular superstition that the Chinese were acquainted with the mariner compass centuries before as we was known in Europe is conclusively disproved, and the exact reverse of the assertion established from the writings of Marco Polo and Nicolo de Conti. In some eloquent pages Mr. Lindsay endeavours to convince those "who can see nothing but desolation and ruin in the path of a great conqueror, who deem great soldiers the necessary enemies of mankind, and who cannot recognize either the foresight or the motives of men such as Alexander the Great," that the Indian conquests of the Macedonian produced the most beneficial results to posterity and to mankind, opening up fresh channels of trade, increasing geographical knowledge, creating and satisfying new wants, and novel hopes.

Englishmen will naturally find the pages devoted to the Commercial Relations of Britain the most interesting portion of the able chapters on the shipping history of Rome. We are assured and convinced that the Britons of Julius Cæsar's time were "not barbarously tattooed savages, but a people significantly said to have a Stone priesthood, which kept its archives in the Greek character, sufficient from and accustomed skill to construct war chariots and roads on which to manœuvre them, a gold, silver, and copper coinage, and a score or two of walled towns. The nature of the transport service which Cæsar organized for the invasion of our island is well and minutely described. It seems clear that Lymne was the port at which Cæsar disembarked his army on each of his invasions, and probable that the name of Romney (or Romen) Marsh (or island) records the fact.

Alfred the Great has long enjoyed the reputation of the Father of the Royal Navy of England; but he appears to have almost equally fostered his commercial fleet. Richard the first, whom Hume thought a mere gladiator, but whom recent research shows to have been an able strategist, appears to have devoted much of his attention to naval matters. There is a powerful and commercial as well as a warlike side to the disputed shield of the Crusades, and he who can only read the legend of blind fury or cruel superstition has but his eyes to the silver reverse of the black buckler. If to the Crusades which "opened the eyes of Europe to new lands and mariners

* "History of Merchant Shipping and Ancient Commerce." By W. S. Lindsay. (London: Sampson Low and Co. 1874.)

alike," that England owes her first shipping code, which was probably compiled by Richard himself, and which remained practically in force until Lord Mansfield reduced our maritime laws to a system which Mr. Lindsay considers as near perfection as may be. The enactments of the "Roles d' Oleron" were on the whole just, and calculated to protect the interest alike of the mariner and the merchant; but many of them were as might be expected, barbarously severe, such as those which sentenced an unfortunate or incompetent pilot to lose his head, a wrecking lord or squire to be burned alive, and a seaman who slew another on shore to be "buried quicke" with his victim. Others, again, are half grotesque, as that which declares that a man "convicted of theft or pickerye shall have his head poolled and hot pitch poured upon his pate, and upon that the feathers of some pillowe or cushione shaken aloft." Our Transatlantic cousins, who love to prove that what we call "Americanisms" are merely old "Anglicisms" which we have lost and they have retained, will be pleased to learn that the institution of "tarring and feathering" probably owes its origin to no less illustrious a person than the lion hearted Plantagenet. We learn from another part of Mr. Lindsay's work that the exploded and cruel punishment of "keelhauling," described by Captain Marryat, was known and practised by the ancient Greeks.

Edward I. is the king next in order of succession who seems to have bestowed much attention on his fleets. Henry VIII. largely increased the English navy, which in the first year of his immediate successor's reign presented, at any rate on paper, a most imposing appearance, numbering fifty-three ships, a vast number of "brass and iron pieces," and nearly 8,000 men. Some of Edward VI.'s ships were very pretty and peaceful names—the Sonne, the Cloude in the Sonne, The Harpe, the Gilly Flowre, the Roose Slipe, the Flower de Lewce, the Rose in the Sonne, the Hawthorne, the Mary Willoughby and the Doble Rose.

The pathetic and glorious story of Columbus, whose imagination had been first fired by the traditions which he heard from the Icelanders of their forefathers voyages to the new continent, has probably never been more sympathetically or graphically told than in these volumes. It is one of those "owre true" tales which can never lose their sad charm; and we read for the fiftieth time, with the freshened interest, of his courage, his poverty, his nobleness of character; the indifference of our Henry VII.; the serene ingratitude of Ferdinand, who had much in common with his astute and unloveable brother of England; and the fatuous objections of his enemies, who proved to demonstration that, even "should a ship succeed in reaching the extremity of India, she could never get back again, for the rotundity of the globe would present a kind of mountain, up which it would be impossible for her to sail with the most favourable wind!" England has no right to taunt Spain with her injustice to the Great Genoese who gave her kings another world to misgovern. The Venetian Sebastian Cabot had almost equal cause to curse the niggardliness of his adopted country. This great man and skilful navigator, who undoubtedly preceded Columbus in the discovery of the mainland of America, who organized the Merchant Adventurers' Company, and to "whose discoveries and wise policy," as Mr. Lindsay justly asserts, "we are far more indebted for our commercial greatness than to the navigation laws of Oliver Cromwell," was deprived of half his pension and left to perish in obscurity and neglect. "He who, with Christopher Columbus had presented a new world to his Sovereign, died, like him, neglected if not despised; and at last so thoroughly unknown that England cannot point to the spot of earth where rests all that was mortal of one of her best and bravest citizens." It was natural, perhaps that a nature like Philip's should thus wreak his envy and jealousy on the mighty mariner who had done for heretic England almost as much as Columbus had wrought for Catholic Spain. But surely he alone should bear the blame. Mary had no power of resistance to oppose to his iron will. But, give a dog a bad name "the proverb," as Hamlet says, "is somewhat musty;" and Mr. Lindsay is not above improving the occasion with a bitter fling at the unhappy woman for whom Mr. Gladstone even cannot say a good word, but whom to accuse of indifference to the greatness and prosperity of England is to charge with the one fault which it is impossible to bring home to any Tudor. It is lamentable that in this country the *odium theologicum* cannot even be kept out of a work apparently so little open to its influence as a history of shipping. In narrating the horrible cruelties of Vasco de Gama, a great seaman, but immeasurably inferior in moral grandeur to Cabot or Columbus, the author of these volumes goes out of his way to say that it might be supposed to be his way to tell us in a foot-note that "the Popish nations of the south of Europe have throughout all history been remarkable for atrocities of cruelty found among no other races." The word "Popish" might as well have been omitted. It cannot be proved, but it is at least presumable, that this exceptional cruelty, if it exists, is due rather to race and climate than to creed, and that Spaniards and Italians might remain just as inhuman as they are said to be at present, even if they were pursuaded to Bible-Christianity, Mahomedanism, or to deride the notion of the infallibility of the Pope. Mr. Lindsay evinces a proper detestation of the cruelties of the Cobbams, the slave-dealer Hawkins, and the buccaneers. The halo with which tradition and romance have surrounded the figure of Sir Francis Drake does not blind him to the questionable character of some of that gallant seamen's exploits. What would he think of a grave Spanish historian who in the present day should attibute their lawlessness, the blood-thirstiness of Morgan and the atrocities of Kidd to their "Northern Protestantism."

A new era of English maritime discovery opens at the end of the seventeenth century with the voyages of Dampier; and within three generations afterwards Anson, Byron, Wallis, Carteret, and a greater than any of them, Cook, had circumnavigated the globe. A convenient but by no means a niggardly epitome of the discoveries and other results of those voyages will be found in the second volume of Mr. Lindsay's work, which also treats of the commercial aspects of our two wars with America, the vices of our licensing system, and the "filthy commerce" to which it gave occasion; and the effects which Napoleon's "Berlin decrees" and the English Orders in Council have had upon the commerce and history of the world. It is curious, and ought to be instructive, to observe how subservient the United States have ever been to the aggressions, how patient to the wrongs, of France. When Napoleon impounded every American vessel at Antwerp, Bordeaux, and Bayonne, and actually burned those in the harbour of San Sebastian on the plea that they were carrying British goods, the Government at Washington threatened no reprisals, the people testified no indignation at the outrage offered to their independence. "Quiescent under the outrages committed by the French upon their merchantmen, they were furious against the English." This readiness to take offence at England, this long-suffering meekness in its relations with France, appears to be as much a part of the traditional policy of the United States Government as the "avoiding of entangling alliances" or an adherence to the "Monroe doctrine" and the dogma of "manifest destiny." It was never more undisguisedly acted upon than during and since their great civil war.

There is always more excitement to be got out of a feud with relations than in a quarrel with strangers.

A thorough history of the rules, regulations, and discipline which obtain in the English merchant service, and, with slight modifications, in the merchant services of most modern nations, brings the two first volumes of Mr. Lindsay's work to a close. Admirable as is the whole book, perhaps no portion of it has been more carefully or conscientiously written than this concluding chapter, which does not leave untold one fact in connection with its subject with which it behoves even a professional student or aspirant to be acquainted. The labour of writing such a work must have been enormous; great patience must have been shown in consulting authorities, and considerable judgment in estimating their value and trustworthiness. But it appears to have been a labour of love. There is probably no living Englishman more qualified by study and experience to write a history of shipping than Mr. Lindsay. It must be a satisfaction to him to feel that, with the assistance of his able coadjutors, he has produced a book which can hardly fail to be the standard authority on the subject, if the concluding volumes are at all equal to those which it has been our pleasant task to notice.—*Pall Mall Gazette.*

THE SUEZ CANAL.

TO THE EDITOR OF THE "TIMES."

Sir,—I am informed that some shipowners have inquired whether the Suez Maritime Canal Company have published any new regulations for the passage of ships, and I have to state, on the part of M. Ferdinand de Lesseps, that no new regulations have been published. Those of the Canal Company continue to subsist in their entirety, so likewise the Company's rights as set forth in the Charter of Concession.

M. de Lesseps, while compelled to submit, has persistently protested against the forcible imposition of a new tonnage, at the same time ignoring the deliberations and acts of the Constantinople Commission.

I may add that beyond the imposition of a "temporary expedient" forced upon the company, the Commission at Constantinople were unable to arrive at any agreement upon the questions for which they assembled.

In the first place, the Ottoman Government declared that the tonnage imposed upon the Suez Canal Company shall be the same for all nations—in other words, universal.

Secondly, that this universal international tonnage shall represent the real utilizable capacity of ships.

Neither of these questions has been settled by agreement at Constantinople or by Act of Parliament; but supposing even that Parliament had decided upon "the real utilizable capacity of ships" it would still be necessary, in order to conform with the Ottoman Government's declaration of universality, that all countries should accept the British definition. Admitting, for argument's sake, tast this collective acquiescence could be obtained and that it subsequently turned out to differ, prejudicially to the company's interests, from the sentence pronounced by the French Court of Law (which, according to the Charter of Concession, had to decide such matters in France), the glaring fact would still remain that the conditions of a sacred compact, on the strength of which the Suez Canal was constructed, had been arbitrarily judged and altered by those interested in obtaining such alterations.—I have the honour to be, Sir, your most obedient servant,

Daniel A. Lange, British Representative of the Suez Canal Company.

London, Dec. 26.

MARAVILLA COCOA.—Taylor Brothers (the largest Manufacturers of Cocoa in Europe), having the exclusive supply of this unrivalled Cocoa, invite comparison with any other Cocoa for Purity—fine Aroma—Sanative, Nutritive and Sustaining Power—Rapidity of Digestion—and especially high delicious flavour. One trial will establish it as a favourite Beverage for breakfast, Tiffin, and a Soothing Refreshment after a late evening. N.B. Caution—"Maravilla" is a registered Trade Mark.

MARAVILLA COCOA.—The Globe says, "Taylor Brothers' Maravilla Cocoa has achieved a thorough success, and supersedes every other Cocoa in the market. Entire solubility, a delicate aroma, and a rare concentration of the purest element of nutrition, distinguish the Maravilla Cocoa above all others. For Invalids and Dyspeptics, we could not recommend a more agreeable or valuable beverage." For further favourable opinion vide Standard, Morning Post, British Medical Journal, &c., &c.

HOMŒOPATHIC COCOA.—This original preparation, which has attained such a world-wide reputation, is manufactured by Taylor Brothers, under the ablest homœopathic advice, aided by the skill and experience of the inventors, and will be found to combine in an eminent degree the purity, fine aroma, and nutritious property of the fresh nut.

SOLUBLE CHOCOLATE, made in one minute without boiling. The above articles are prepared exclusively by Taylor Brothers, the largest manufacturers in Europe, and sold in tin-lined packets, only by Storekeepers and others all over the world. Steam Mills, Brick Lane, London. Export Chicory Mills, Bruges, Belgium.

PICKINGS FROM PUNCH—January 2.

ROUGH NURSING FOR THE NEW YEAR.

Clown (Re-enter.)—"Let me feed the baby!"

A NICE DISTINCTION.

Sunday Visitor.—"What is that boy of yours playing at, Mrs. Mullington?"

The Vicar's Wife.—"Oh, well, of course he can't have his ball to play with on Sundays—so we let him have the sofa-cushion to kick!"

Motto for a Manager.—"Caters decent."

Two rates disliked by Dissenters.—Pew-rates and Curates.

A REAL BLESSING TO FATHERS.

A serial on sale at the railway bookstalls bears on its front page the following announcement:—

"Little folks enlarged without increase of expense."

If this could actually be accomplished, what a blessing it would be for Paterfamilias, particularly at the present festive season of eating and drinking and growing bills for growing children.

GROSS NEGLECT OF DUTY.

Sunday School Teacher—"What did your Godfathers and Godmothers then for you?"

Sunday Dunce.—"Nothing at all, Miss—neither then nor since!"

"FIVE O'CLOCK TEA."

Lady (to Relative from Australia).—"Will you take any refreshment, Cousin George?"

George.—"Thanks, Bella. Don't mind if I do. Give us a hand-ful o' tea and a billy o' water, and I'll boil it, while you make me a damper!"

A CHRISTMAS NUMBER A LA MODE.

John Smith was ill, very ill. He had sent for the Doctor in hot haste. His family (a numerous one) surrounded his easy chair. The poor old man (poor in health, only let it be understood, for he was as rich as Cræsus in pocket) gazed at the assembled throng with eyes dimmed, not by tears of affection. His numerous relatives bent down to hear what he had to say.

"My friends," he gasped out, "I want you to do me a favour. I cannot last much longer, and before I die I should much like to hear all your stories."

There was an awkward pause, and then one of his relatives advanced. He was a little old man dressed in a suit of seedy lack. He cleared his throat, coughed apologetically, and commenced as follows:—

The Pen-opener's Story.

"The Church of St. Buckum is in the ward of Cold Without, in the city of London, &c., &c. One foggy November morning, when the streets were, &c., &c., I was dusting the reading desk when, &c., &c. The bride was a timid young thing, and as she stood before the Curate, &c., &c. The Bridegroom was nervous, &c., &c. The young couple drove off in a cab, &c., &c. He tried hard to get work from the editors of the magazines, &c., &c. She pined away, &c., &c. And on New Year's eve I heard that they both were dead!"

When the little old man had finished his story, John Smith opend his eyes and exclaimed, "Let me hear the next."

Accepting this invitation, a bright-looking young man with curly brown hair and sparkling blue eyes stepped briskly forward, and began—

The Civil Engineer's Story.

"'Charley, old man, you will never do it!' exclaimed my partner. My partner was, &c., &c. In spite of this, I determined to begin the work the next morning, &c., &c. The men murmured, &c., &c. I seized the revolver from Morton's hand, &c., &c. And so he was tried, found guilty of manslaughter, and sentenced to penal servitude for life."

The bright-looking young man hastily wiped away a tear, and bowing to the company, left the apartment.

Old John Smith roused himself from a gentle slumber, and cried "now for the next!"

The Story of the Christmas Clown.

"Old Higginbags used to work the Norfolk Circuit when me and Sally were engaged at thirty shillings a week as useful people.' My wife (she was called Miss Florence Plantagenet in the play bills) was, &c. &c. Well, one night when we had a good house (it was Signor Tomkins's benefit) a, &c., &c. The rouge was still on her face, &c., &c. 'It is fever,' said the doctor, in a low tone and I, &c., &c. I gave the audience my usual joke (we call it a 'wheeze' in the profession) before I came on, so that the Signor might have time to prepare for jumping through the paper balloons, when &c., &c. The audience roared with laughter &c., &c. 'She's dead,' said the doctor, as I came off and poor Lass, so she was!"

The Christmas Clown buried his face in his hands, and poor old John Smith (with tears in his eyes) observed, "A sad, sad story. And now for the next."

A gentleman, with a face overflowing with drollery advanced, and, without any preface commenced—

The Story of the Man without a Memory.

"I never could remember anything, &c &c When I was a boy, &c.&c. When I was a youth, &c.&c. Well, I was engaged to be married, &c. &c. I was called in the morning, &c. &c. 'The day of your marriage, Sir,' said he, and &c. I looked at my watch, &c. &c. I hurried to the church, &c. &c. The clergyman was very angry; he said, &c. &c. The ring was not on the piano, &c. &c. And to this day I remain a bachelor, whilst Mary, (the woman I adored) is married to the hated pork-butcher, and is the mother of five children!"

There was a roar of laughter as the speaker finished. After the merriment has subsided, we shall call attention to poor old John Smith. His jaw had dropped, his features were rigid, his eye glazed, his expression one of the deepest despair. He was dead!—the concluding story (it was a comic one) had finished him without the assistance of a doctor!

THE HIGHEST-CLASS MEDAL AWARDED at the Vienna Universal Exhibition for ADAMS'S C.F. BREECH LOADING REVOLVERS, as exclusively adopted by H.M. War Department. The New Zealand and New South Wales Governments, &c. Reprints of special Articles from the "TIMES," and other leading Journals, on competitive trial, of this Revolver, with Price Lists, can be obtained on application to the Manufacturers, ADAMS'S PATENT SMALL ARMS COMPANY, Limited, 391, Strand, London, W.C. (the only address). Breech-loading Guns, Rifles, with all necessary appurtenances.

KEATING'S COUGH LOZENGES.
The best and safest remedy for
COUGHS,
ASTHMA,
COLDS,
HOARSENESS,
CONSUMPTION (Incipient),
ACCUMULATION OF PHLEGM.
These Lozenges contain no opium, or other deleterious drug, therefore the most delicate can take them with perfect confidence. No remedy is so speedy and certain in its beneficial effects.
Sold in Bottles of various sizes.
KEATING'S BON BONS OR WORM TABLETS,
A purely vegetable sweetmeat, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTESTINAL or THREAD WORMS. It is a perfect and mild preparation, and is especially adapted for children. Sold in Bottles of various sizes by all Chemists and Druggists.
THOS. KEATING,
London, Export Chemist and Druggist.
Agents for Bombay:—TREACHER & Co.

MACFARLANE'S CASTINGS.
ARCHITECTURAL, SANITARY, AND ARTISTIC.
GLASGOW. 46, Washington Street. | LONDON. 81, Upper Thames Street.
New Works.—Possilpark, Glasgow.
See "Fifth Edition of Catalogue, containing 3,500 new designs in
Rain Water Goods. Railing and Gates. Tomb Railing. Terminals. Cresting.
Verandahs. Conservatories. Covered Ways. Balconies. Fountains.
Columns & Lamps. School Fittings. Washhand Basins. Closets and Urinals. Baths and Troughs.
ORNAMENTAL CASTINGS OF EVERY DESCRIPTION.
Orders must be accompanied by a Remittance or Reference to Firm in England.

THE FOLLOWING
IS AN
EXTRACT FROM A LETTER,
Dated 15th May, 1872, from an old inhabitant of Horningsham, near Warminster, Wilts:—
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